Agenda

City Council Regular Meeting

Folsom City Hall | City Council Chambers, First Floor

50 Natoma Street, Folsom, CA 95630

February 10, 2026, 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 generally 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 Council Regular Meeting
Folsom City Hall | City Council Chambers, First Floor
50 Natoma Street, Folsom, CA 95630
www.folsom.ca.us

Tuesday, February 10, 2026 6:30 PM

Justin Raithel, Mayor

Sarah Aquino, Councilmember | *Barbara Leary, Councilmember*
Mike Kozlowski, Councilmember | *Anna Rohrbough, Vice Mayor*

AGENDA

CALL TO ORDER

ROLL CALL: Councilmembers: Leary, Rohrbough, Aquino, Kozlowski, Raithel

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 generally 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.

CONSENT CALENDAR:

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

1. Approval of the January 27, 2026 City Council Regular Meeting Minutes
2. Approval of the January 28, 2026 City Council Special Meeting Minutes
3. Mayor's Appointment and Confirmation by the City Council of Planning Commissioner to Serve on the Historic District Commission
4. Resolution No. 11533 – A Resolution Approving the Historic District Commission's Recommendation for Approval of a Design Review for The Square (Pioneer Village) Rehabilitation Project Located at 115 Wool Street and Determination that the Project is Exempt from CEQA Under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines
5. Resolution No. 11546 - A Resolution Authorizing the City Manager to Execute a Contract with REY Engineering, Inc. for Contract Development Engineering Management Staff Services up to $200,000 Utilizing Salary and Benefit Cost Savings from the General Fund (Fund 010)
6. Resolution No. 11547- A Resolution Electing to Participate in and Authorizing the City Manager to Implement the California Uniform Public Construction Cost Accounting Act in Conformance with Public Contract Code 22010
7. Resolution No. 11549- A Resolution Accepting 2023 and 2025 Growth Funding and 2024 Initial Funding, Citizen's Option for Public Safety (COPS) Grants for the Purchase of Technology, Recruiting/Promotion Services and Equipment to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds in the General Grant Fund (Fund 012)
8. Resolution No. 11550- A Resolution Authorizing the Police Department to Apply for a Cannabis Tax Fund Grant Program Offered by the California Highway Patrol to Reduce and Mitigate the Impacts of Impaired Driving, Provide DUI Enforcement and Training, and Purchase Police Vehicles
9. Resolution No. 11551- A Resolution Authorizing the Police Department to Apply for a Selective Traffic Enforcement Program (STEP) Grant Offered by the State of California Office of Traffic Safety (OTS) to Reduce and Mitigate the Impacts of Impaired Driving, Distracted Driving, Seat Belt Enforcement, and Purchase of Police Vehicles

OLD BUSINESS:

10. Resolution No. 11543 - A Resolution Authorizing the City Manager to Approve an Additional Contingency in the Amount of $2,803,450 from the Water Operating Fund (Fund 520) for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for the Construction of the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds
11. Resolution No. 11544 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-039) with West Yost & Associates, Inc. for $583,399 from the Water Operating Fund (Fund 520) for Additional Construction Management and Inspection Services for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds

12. Resolution No. 11545 – A Resolution Authorizing the City Manager to Execute Amendment No. 3 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for $84,000 from the Water Operating Fund (Fund 520) for Additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds

13. Resolution No. 11548– A Resolution Approving the Preliminary Engineers Report, Declaring the Intention to Order the Formation of the Natoma Station Maintenance Assessment District No. 2025-2, to Levy and Collect Assessments, to Provide Notice of Public Hearing and Direct the Mailing of Assessment Ballots Within the Proposed District in the City of Folsom

NEW BUSINESS:

14. Update and Discussion Regarding Countywide Homelessness Shared Governance

15. Update and Direction on Senate Bill (SB) 802 Ashby

CITY MANAGER REPORTS

COUNCIL COMMENTS

ADJOURNMENT

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

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

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

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

This meeting of the City Council is recorded with closed captioning. The recording will be cablecast on Metro Cable Channel 14, the local government affairs channel on the Comcast and DirecTV U-Verse cable system, and will be shown in its entirety on the Friday and Saturday following the meeting, both at 9 a.m. The recording will also be video streamed at metro14live.saccounty.gov.The City does not control

scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14. The City of Folsom provides live and archived webcasts of regular City Council meetings. The webcasts can be found on the online services page of the City's website www.folsom.ca.us.

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

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

City Council Regular Meeting

MINUTES

Tuesday January 27, 2026 6:30 PM

CALL TO ORDER

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

ROLL CALL:

Councilmembers Present:	Anna Rohrbough, Vice Mayor Sarah Aquino, Councilmember Michael Kozlowski, Councilmember Barbara Leary, Councilmember Justin Raithel, Mayor
Councilmembers Absent:	None

PLEDGE OF ALLEGIANCE

The pledge of allegiance was recited.

AGENDA UPDATE

Assistant City Attorney Sari Dierking advised that there was additional information for Item No. 6.

BUSINESS FROM THE FLOOR:

There were no requests to speak under this item.

SCHEDULED PRESENTATIONS:

1. Recognition of 2025 Folsom Holiday Lights Contest Winners

Mayor Raithel introduced this item. Folsom Times Bill Sullivan thanked the City of Folsom and businesses for their partnership and announced the winners in the following categories:

Holly Jolly Residence – Best overall residence:

488 Rockport Circle

Clark Griswold – Best use of holiday lights (residential):

275 Thorndike Way

Hollywood Christmas – Best use of theme and/or fictional characters (residential):

316 Turn Pike Drive

Merry and Bright Business – Festive commercial business display:

Sutter Street

Illuminate the Block – Best multi-house display:

Ledgemont Court

2. Presentation from the Folsom Auburn Trail Riders Action Coalition (FATRAC) on the Public-Private Partnership Supporting the Rebuild of the Folsom Bike Park

Senior Management Analyst Jamison Larson introduced the item. A presentation was then made by Deborah Young, Executive Director of FATRAC, along with Lucas Raley, FATRAC Board Member and Randy Spangler, Designer and Builder. The presenters responded to questions from the City Council.

3. Presentation from the Folsom Police Department Regarding E-Bikes in Our City: Current Status and Future Direction

Police Chief Adam Green made a presentation and responded to questions from the City Council. Lieutenant Jacob VerHalen and City Manager Bryan Whitemyer provided additional information.

CONSENT CALENDAR:

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

4. Approval of the January 13, 2026 City Council Special and Regular Meeting Minutes

5. Resolution No. 11541 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 2C Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 2C Subdivision

Motion by Councilmember Kozlowski, second by Vice Mayor Rohrbough to approve Item Nos. 4-5 of the Consent Calendar. Motion passed by the following roll-call vote:

AYES: Rohrbough, Aquino, Kozlowski, Leary, Raithel
NOES: None
ABSENT: None
ABSTAIN: None

PUBLIC HEARING:

6. Resolution No. 11539 - A Resolution of the City of Folsom Declaring Results of Majority Protest Proceedings and Modifying the Assessment Rate of the Folsom Tourism Business Improvement District

City Manager Bryan Whitemyer introduced the item. He advised that Choose Folsom is requesting that the item be continued to the second meeting in February. Assistant City Attorney Sari Dierking responded to questions from the City Council.

Motion by Councilmember Kozlowski, second Vice Mayor Rohrbough to continue the item to the February 24, 2026 City Council meeting.

Councilmember Aquino, Councilmember Leary, and Mayor Raithel made further comments.

Motion by Councilmember Kozlowski, second by Vice Mayor Rohrbough to continue the public hearing and Resolution No. 11539 to the February 24, 2026 City Council meeting. Motion passed by the following roll-call vote:

Motion passed by the following roll-call vote:

AYES: Rohrbough, Kozlowski, Raithel
NOES: Aquino, Leary
ABSENT: None
ABSTAIN: None

NEW BUSINESS:

7. Appointment of At-Large Member to the Folsom Historic District Commission

City Clerk Christa Freemantle introduced the item.

Motion by Councilmember Aquino, second by Councilmember Kozlowski to appoint John Lane to the Historic District Commission to fill the Historic Preservation seat.

Motion passed by the following roll-call vote:

AYES: Rohrbough, Aquino, Kozlowski, Leary, Raithel
NOES: None
ABSENT: None
ABSTAIN: None

8. Resolution No. 11540 – A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with Wood Rodgers, Inc. in the Amount of $1,652,000 for the East Bidwell Pedestrian Overcrossing Project, Project No. PW2605, from a Developer Funding Obligation Outlined in the Development Agreement Adopted by City Council per Ordinance No. 1354 in the Transportation Improvement Fund (Fund 446), and Approving the Project's Inclusion in the CIP, with Project Funding Budgeted at $1,852,000, and Appropriation of Funds

Parks and Recreation Capital Project Manager Ryan Neves made a presentation and responded to questions from the City Council. City Manager Bryan Whitemyer provided additional information.

Motion by Councilmember Leary, second by Councilmember Kozlowski to approve Resolution No.11540. Motion passed by the following roll-call vote:

AYES: Rohrbough, Aquino, Kozlowski, Leary, Raithel
NOES: None
ABSENT: None
ABSTAIN: None

9. Resolution No. 11542 – A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with Wood Rodgers, Inc. in the Amount of $1,121,056.62 for the East Bidwell Street Operational Improvements Project, Project No. PW2603, from a Developer Funding Obligation Outlined in the Development Agreement Adopted by City Council per Ordinance No. 1354 and Appropriation of Funds in the Amount of $986,523.48 from the Transportation Improvement Fund (Fund 446) and $134,533.14 from the Measure A Fund (Fund 276)

Public Works Senior Civil Engineer Zach Bosch made a presentation and responded to questions from the City Council. City Manager Bryan Whitemyer provided additional information.

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve Resolution No.11542. Motion passed by the following roll-call vote:

AYES: Rohrbough, Aquino, Kozlowski, Leary, Raithel
NOES: None
ABSENT: None
ABSTAIN: None

CITY MANAGER REPORTS

City Manager Bryan Whitemyer spoke about the Castle Park rebuild project application deadline. He thanked attendees of the recent Neighborhood Park No. 1 meeting and announced that an upcoming meeting is scheduled. He also commended the Police Department for recent arrests related to a traffic stop and a mail theft investigation, and noted the Police Department's upcoming Block Captain meeting.

COUNCIL COMMENTS

Councilmember Kozlowski spoke about the upcoming State of the City Address and the high school basketball and soccer playoffs, as well as the start of spring sports, including track and field.

Vice Mayor Rohrbough had no comments. She asked about scheduling a future Council workshop regarding City priorities.

Councilmember Leary reminded residents of Natoma Station of an upcoming Landscaping and Lighting meeting. She expressed her condolences to the family and friends of Elinor Steffy.

Councilmember Aquino spoke about the recent Air District meeting she attended, highlighting the district's investment in the community.

Mayor Raithel thanked Library Director Thom Gruneisen for the invitation to the Lego Challenge. He spoke about working with Assembly Member Josh Hoover on SB79, state legislation from Senator Ashby regarding SB802, and the upcoming State of the City Address.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 8:11 p.m.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Justin Raithel, Mayor

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

City Council Special Meeting

MINUTES

Wednesday, January 28, 2026 11:45 AM

CALL TO ORDER

The special City Council meeting was called to order at 11:58 am with Mayor Raithel presiding.

ROLL CALL:

Councilmembers Present:	Sarah Aquino, Councilmember Michael Kozlowski, Councilmember Barbara Leary, Councilmember Anna Rohrbough, Vice Mayor Justin Raithel, Mayor
Councilmembers Absent:	None

SPECIAL PRESENTATION:

1. Mayor's 2026 State of the City Address

Mayor Raithel presented the 2026 State of the City Address.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 12:39 pm.

SUBMITTED BY:

_____
Christa Freemantle, City Clerk

ATTEST:

_____
Justin Raithel, Mayor

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Consent Calendar
SUBJECT:	Mayor's Appointment and Confirmation by the City Council of Planning Commissioner to Serve on the Historic District Commission
FROM:	City Clerk's Department

RECOMMENDATION

Staff is requesting that the Mayor, with the consent of the City Council, appoint Amanda Ross to replace Matt Herrera as a Planning Commission representative to the Historic District Commission for the remainder of the term ending in December 2026, as recommended by the Planning Commission.

BACKGROUND / ISSUE

The terms of all at-large appointments to City of Folsom commissions and committees (except three of the at-large appointments to the Historic District Commission) expire in December of even numbered years. Two members of the Planning Commission are designated by ordinance to serve on the Historic District Commission. Historically the Planning Commission has voted to recommend members of the Planning Commission to serve on the Historic District Commission.

On January 28, 2025, Matt Herrera and Dan West were appointed to serve as the Planning Commission representatives on the Historic District Commission for the term ending in December 2026. Due to time constraints, Matt Herrera has requested to step down from his Historic District Commission seat mid-term and will continue to serve on the Planning Commission only. On January 21, 2026 the Planning Commission made a recommendation for Amanda Ross to fill the seat and serve the remainder of the current term. Dan West will continue to serve the remainder of his term as appointed through the end of December 2026. Accordingly, staff is bringing forth this nomination for the City Council's approval.

POLICY

Folsom Municipal Code Section 17.52.020 establishes the Historic District Commission as a seven-member commission appointed by the Mayor with the consent of the City Council. Specific seat requirements are set forth as:

A. One representative who is actively involved with historic preservation;
B. One representative who is a resident of the historic district;
C. One representative who owns a business within the Sutter Street subarea;
D. Two planning commissioners;
E. One representative from a historic district business outside the Sutter Street subarea;
F. One architect, landscape architect, or other design professional with expertise in historic preservation.

Folsom Municipal Code Section 17.52.040 provides that members of the Historic District Commission are appointed to serve two years.

Respectfully submitted,

Christa Freemantle, CMC
City Clerk

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11533 – A Resolution Approving the Historic District Commission's Recommendation for Approval of a Design Review for The Square (Pioneer Village) Rehabilitation Project Located at 115 Wool Street and Determination that the Project is Exempt from CEQA Under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

The Historic District Commission held a public meeting for the project on January 7, 2026. Staff recommends that the City Council take the following action confirming the Commission's decision:

1. Approve Resolution No. 11533 for a Design Review for The Square Rehabilitation Project located at 115 Wool Street.

BACKGROUND / ISSUE

The applicant is requesting approval for design review to construct a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool Street, as discussed in the attached Staff Report.

During the February 4, 2026 Historic District Commission meeting, the Commission modified Conditions 9f to allow a standing seam metal roof to be used for the new Blacksmith Forge Annex building, and Condition 10 providing additional clarification that the Memorandum of Understanding between the City and the applicant is operational in nature, does not create an obligation on the City to proceed with the project, and will not have an environmental impact. The modified conditions of approval are provided in Attachment 2.

POLICY / RULE

Folsom Municipal Code (FMC) Section 17.52.300 requires that all new office, industrial, commercial, and residential structures undergo design review by the Historic District Commission.

Per the recent *Robert Delp v. City of Folsom et al.* decision, the Historic District Commission does not currently have approval authority and all entitlements in the Historic District require final approval by the City Council.

ANALYSIS

Staff have determined that the project complies with the Folsom Municipal Code and the Historic District Design and Development Guidelines, as discussed in the attached staff report.

FINANCIAL IMPACT

As conditioned, the applicant shall be responsible for construction costs associated with the project, and be required to modify or enter into a new agreement with the City regarding use and maintenance.

The costs of construction will not impact the General Fund, however costs associated with maintenance are to be determined by the modified or new agreement between the City and the Folsom Historical Society.

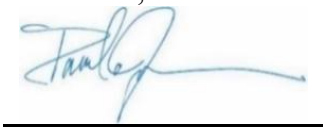
ENVIRONMENTAL REVIEW

The project is categorically exempt from environmental review under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemptions in this case.

ATTACHMENTS

1. Resolution No. 11533 – A Resolution Approving the Historic District Commission's Recommendation for Approval of a Design Review for The Square (Pioneer Village) Rehabilitation Project Located at 115 Wool Street and Determination that the Project is Exempt from CEQA Under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines
2. Revised Conditions of Approval, dated February 4, 2026
3. Draft Historic District Commission Minutes, dated February 4, 2026
4. Historic District Commission Staff Report and Attachments, dated February 4, 2026

Submitted,



PAM JOHNS
Community Development Director

Attachment 1

RESOLUTION NO. 11533

A RESOLUTION APPROVING THE HISTORIC DISTRICT COMMISSION'S RECOMMENDATION FOR APPROVAL OF A DESIGN REVIEW FOR THE SQUARE (PIONEER VILLAGE) REHABILITATION PROJECT LOCATED AT 115 WOOL STREET AND DETERMINATION THAT THE PROJECT IS EXEMPT FROM CEQA UNDER SECTION 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) AND SECTION 15331 (HISTORICAL RESOURCE RESTORATION/REHABILITATION)

WHEREAS, the Historic District Commission on February 4, 2026, held a public meeting on the proposed design review for The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235), reviewed the staff report as well as the associated exhibits and attachments, considered public comment, and provided a recommendation to City Council; and

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

WHEREAS the Historic District Commission determined that the proposed project would be exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15303 and Section 15331;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby confirms the recommendation of the Historic District Commission and approves a design review for The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235).

This approval is subject to the revised conditions of approval included in the staff report presented to the City Council and this Resolution is based on the following findings:

GENERAL FINDINGS

A. NOTICE OF PUBLIC MEETING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND ZONING CODE OF THE CITY.

CEQA FINDINGS

C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15303 (NEW CONSTRUCTION OF CONVERSION OF SMALL STRUCTURES) AND SECTION 15331 (HISTORICAL RESOURCE RESTORATION/REHABILITATION) OF THE CEQA GUIDELINES.

D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.

E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

F. THE PROPOSED PROJECT WILL NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE.

DESIGN REVIEW FINDINGS

H. THE PROJECT IS COMPLIANT WITH THE REQUIRED DESIGN STANDARDS OF FOLSOM MUNICIPAL CODE CHAPTER 17.52.

I. THE PROPOSED PROJECT IS IN CONFORMANCE WITH THE HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES ADOPTED BY CITY COUNCIL.

J. THE BUILDING MATERIALS, TEXTURES AND COLORS USED IN THE PROPOSED PROJECT ARE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND ARE CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

PASSED AND ADOPTED this 10th day of February, 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

CONDITIONS OF APPROVAL FOR THE SQUARE (PIONEER VILLAGE) REHABILITATION PROJECT (DRCL25-00235)				
Cond. No.	**Mitigation Measure**	**GENERAL REQUIREMENTS**	**When Required**	**Responsible Department**
1.		The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below, as modified by these conditions of approval: • Project Narrative (Attachment 5) • Plan Set (Attachment 6) • Color and Materials Board (Attachment 7) This project approval is for The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235) which includes the construction of a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool St. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.	B	CD (P)(E)
2.		Building 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.	B	CD (P)(E)(B)
3.		The project approval granted under this staff report shall remain in effect for two years from final date of approval (**Expires February 10, 2028**). Failure to obtain the relevant building or other permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval. The owner/applicant may file an application with the Community Development Department for an extension not less than 60 days prior to the expiration date of the approval, along with appropriate fees and necessary submittal materials pursuant to Section 17.52.350 of the Folsom Municipal Code. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, entitlement, demolition permit, sign permit or other construction permit required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the project contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the one year period for submitting a complete permit application referenced in FMC section 17.52.350(A) shall be tolled during the time that any litigation is pending, including any appeals.	B	CD (P)

4.		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. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith. 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.	OG	CD (P)(E)(B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD(P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD(E)
7.		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 applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The 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 applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD(P)(E)
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans, or beginning inspection, whichever is applicable.	B	CD(P)(E)

ARCHITECTURE DESIGN REQUIREMENTS				
9.		The project shall comply with the following architecture and design requirements: a) The design, materials, and colors of the proposed The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235) shall be consistent with Attachments 5, 6, and 7 to the satisfaction of the Community Development Department. b) Building Permits shall be required. c) The project shall adhere to the standards, guidelines, and recommendations of the most recent version of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* for Rehabilitation. d) Repairs to the Ashland Station building shall, whenever feasible, maintain and reuse the existing wood material. Repairs may include limited replacement, which shall be limited to only damaged components; new materials shall be in-kind and/or historically compatible that match the existing materials in terms of composition, design, color, texture, and other visual qualities. Repairs shall be performed using recognized conservation methods. e) The proposed deck for Ashland Station shall be freestanding with no physical connection to the Ashland Station building. The footings for the deck support posts shall be designed so that there are minimal impacts to the existing footings/foundation of Ashland Station, to the satisfaction of the Community Development Department. f) The roof of the Blacksmith Forge Annex shall be ~~wood shingles~~ **standing seam metal that uses a similar color used for the roof the Roundhouse Building located at 824 Sutter Street**, to the satisfaction of the Community Development Department. **(This condition was modified at the 2-4-26 Historic District Commission Meeting).** All Conditions of Approval as outlined herein shall be made as a note or separate sheet on the Construction Drawings.	OG	CD (P)

10.		~~Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding, in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village).~~ **Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding (MOU), in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village). Any MOU entered into between the City and the applicant related to the Square will be operational in nature, will not create any obligation on the City to proceed with the project, will not affect the City's total discretion to make environmental review determinations related to the project, and the MOU will not otherwise result in an impact on the environment. (This condition was modified at the 2-4-26 Historic District Commission Meeting).**	O	CD (P), PR
11.		A professional report shall be prepared by the applicant that details the current conditions of Ashland Station, specifies what components are proposed to be repaired, and details the proposed repair treatment in accordance with *Secretary of the Interior's Standards for the Treatment of Historic Properties* for Rehabilitation. This report shall be provided to the Community Development Department for review and approval prior to the issuance of the first building permit for all work related to Ashland Station.	B	CD(P)
12.		If the Community Development Department determines that an experienced historic preservation construction monitor is necessary to ensure the rehabilitation and restoration work for the Ashland Station complies with the Rehabilitation Standards in the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, the City shall retain the services of such a monitor at the applicant's expense.	DC	CD(P)
13.		The applicant shall be responsible for all costs associated with this project for construction and rehabilitation.	DC	CD(P)
NOISE REQUIREMENT				
14.		Compliance with the City of Folsom Noise Control Ordinance, General Plan Safety & Noise Element and Standard Construction Specifications and Details Section 7.23 is required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays	I, B	CD (P)(E)

		and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Request to work during days and times not permitted under these regulations may only occur with written permission from the City of Folsom Community Development Director or duly authorized deputy.		

RESPONSIBLE DEPARTMENT		**WHEN REQUIRED**	
CD (P) (E) (B) (F)	Community Development Department Planning Division Engineering Division Building Division Fire Division	I	Prior to approval of Improvement Plans
		M	Prior to approval of Final Map
		B	Prior to issuance of first Building Permit
		O	Prior to approval of Occupancy Permit
		G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 3

CITY OF FOLSOM
DISTINCTIVE BY NATURE

HISTORIC DISTRICT COMMISSION MINUTES
February 4, 2026
6:30 p.m.
50 Natoma Street
Folsom, California 95630

CALL TO ORDER HISTORIC DISTRICT COMMISSION:

A regular meeting of the Historic District Commission was called to order at 6:34 p.m. with Chair Kathy Cole presiding.

ROLL CALL:

Commissioners Present:	Mathew Herrera, Commissioner John Felts, Commissioner Jennifer Cabrera, Chair Lisa Gomez, Commissioner John Lane, Commissioner Kathy Cole, Vice Chair
Commissioners Absent:	Dan West, Commissioner

PLEDGE OF ALLEGIANCE:

The Pledge of Allegiance was recited.

CITIZEN COMMUNICATION:

NONE

OATH OF OFFICE ADMINISTERED TO COMMISSIONERS

Oath of Office was administered to Kathy Cole, John Lane and Lisa Gomez.

COMMENDATION HONORING MARK DASCALLOS FOR HIS DISTINGUISHED SERVICE ON THE HISTORIC DISTRICT COMMISSION

ELECTION OF CHAIR

A unanimous vote by the Commission was called to elect Jennifer Cabrera as Chair of the Historic District Commission.

ELECTION OF VICE CHAIR

A unanimous vote by the Commission was called to elect Kathy Cole as Vice Chair of the Historic District Commission.

MINUTES:

The minutes of December 3, 2025, meeting were approved as submitted.

NEW BUSINESS:

1. DRCL25-00235: The Square (Pioneer Village) Rehabilitation Project and Determination that the Project is Exempt from CEQA under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation)

A Public Hearing to request Design Review for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, located in The Square (also known as Pioneer Village) at 115 Wool St. The project site is within the Historic District (HD) Zoning District within the Sutter Street Subarea of the Historic District, and the General Plan land-use designation of the project site is Historic Folsom Mixed-Use (HF). The project is categorically exempt under 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Nathan Stroud / Applicant: Folsom Historical Society)**

COMMISSIONER LANE MOVED RECOMMEND APPROVAL OF AN APPLICATION (DRCL25-00235) FOR DESIGN REVIEW FOR A 420 SQUARE-FOOT NEW BLACKSMITH FORGE ANNEX BUILDING AND EXTERIOR MODIFICATIONS TO ASHLAND STATION, AN ELIGIBLE HISTORIC RESOURCE, AT 115 WOOL STREET, BASED ON THE (FINDINGS A-H), AND SUBJECT TO THE CONDITIONS OF APPROVAL ATTACHED TO THIS REPORT (CONDITIONS 1-14) WITH MODIFICATION TO CONDITION 9F TO ALLOW STANDING SEAM ROOF WITH A COLOR THAT MATCHES THE ROUNDHOUSE BUILDING AND WITH THE MODIFICATION TO CONDITION 10 AS NOTED IN THE GREEN SHEET.

Correction to Condition 10

The correction to Condition 10 shown below is to provide additional language to provide greater clarification regarding the nature of the memorandum of understanding, however this would not substantively change the timing or requirements of this condition:

> ~~Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding, in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village).~~
>
> **Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding (MOU), in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village). Any MOU entered into between the City and the applicant related to the Square will be operational in nature, will not create any obligation on the City to proceed with the project, will not affect the City's total discretion to make environmental review determinations related to the project, and the MOU will not otherwise result in an impact on the environment.**

COMMISSIONER HERRERA SECONDED THE MOTION.

The Motion carried the following roll call vote:

AYES: HERRERA, FELTS, CABRERA, GOMEZ, LANE, COLE
NOES: NONE

RECUSED: NONE
ABSENT: WEST

MOTION PASSED

PLANNING MANAGER REPORT:

Planning Manager, Desmond Parrington, provided an update on the following items:

- The 603 Sutter Street Project, the applicant submitted a request to withdraw that was approved by the City Council. The project will not be moving forward.
- The next Historic District Commission regular meeting will be held on March 4, 2026. There will be one item that will address the changes to our ADU ordinance.
- There is an update on sign enforcement. The Community Development Department met with the Historic District on January 14, 2026 to discuss the changes to the sign regulation.
- Kathy Cole, as a member of the California Preservation Foundation has been working closing with Staff and the Mayor onchanges we are hoping to get to SB 79.
- We are still working on AB 1061

STAFF LEVEL APPROVED DESIGN REVIEWS

- One project approved at staff level for a detached ADU located at 291 Leidesdorff Street. The Design Review is located on City the website

There being no further business to come before the Folsom Historic District Commission, Chair Jennifer Cabrera adjourned the meeting at 7:33 p.m.

RESPECTFULLY SUBMITTED,

_____
Karen Sanabria, DEVELOPMENT SERVICES SPECIALIST

APPROVED:

_____
Jennifer Cabrera, CHAIR

Attachment 4

AGENDA ITE
Type: Public Meeting
February 4, 2026

Historic District Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project Name:	The Square (Pioneer Village) Rehabilitation Project and Determination that the Project is Exempt from CEQA under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation)
File #:	DRCL25-00235
Request:	Design Review, Commission Level
Location:	115 Wool St. Folsom, CA 95630
Parcel(s):	APN 070-0052-023-0000
Staff Contact:	Nathan Stroud, Associate Planner nstroud@folsom.ca.us, (916) 461-6220

Property Owner
City of Folsom
50 Natoma Street
Folsom, CA 95630

Applicant
Folsom Historical Society
Attn: Jeremy Bernau
823 Sutter Street
Folsom, CA 95630

Project Summary
The proposed project involves Design Review for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, located at 115 Wool Street. The subject property is in the Historic District (HD) Zoning District within the Sutter Street Subarea of the Historic District, with a General Plan land-use designation of Historic Folsom Mixed-Use (HF). The City Council will take final action.

Staff have determined that the project complies with the standards provided in the Folsom Municipal Code and the Historic District Design and Development Guidelines and recommends approval of the project as conditioned.

Policy/Rule
Folsom Municipal Code (FMC) Section 17.52.300 states that the Historic District Commission shall have final authority relating to the design and architecture of all exterior renovations, remodeling, modification, addition, or demolition of existing structures within the Historic District. FMC Section 17.52.330 states that, in reviewing projects, the Commission shall consider the following criteria:

a) Project compliance with the General Plan and any applicable zoning ordinances;
b) Conformance with any city-wide design guidelines and historic district design and development guidelines adopted by the city council;

c) Conformance with any project-specific design standards approved through the planned development permit process or similar review process; and
d) Compatibility of building materials, textures and colors with surrounding development and consistency with the general design theme of the neighborhood.

However, as a result of the recent *Robert Delp v. City of Folsom et al.* decision, the Historic District Commission does not currently have approval authority and all entitlements in the Historic District require final approval by the City Council.

Recommendation

Conduct a public meeting and upon conclusion confirm staff's determination that the project is exempt from CEQA and recommend approval of an application (DRCL25-00235) for design review for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool Street, based on the Findings below (Findings A-H), and subject to the conditions of approval attached to this report (Conditions 1-14).

Table of Contents

1 – Project Site Information
2 – Description/Analysis
3 – Proposed Conditions of Approval
4 – Vicinity Map
5 – Project Narrative
6 – Plan Set
7 – Color and Materials Board
8 – Historic Photos
9 – Site Photos
10 – HPL Comments Letter, 11/4/25
11 – Applicant Response to HPL Comments Letter

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1
PROJECT SITE INFORMATION

GENERAL PLAN DESIGNATION	Historic Folsom Mixed-Use (HF)
ZONING	Historic District (HD) within the Sutter Street Subarea of the Historic District
ADJACENT LAND USES/ZONING	North: Folsom Depot (SUT/HD) South: Commercial Uses (SUT/HD) East: Commercial Uses (SUT/HD) West: Commercial Uses (SUT/HD)
SITE CHARACTERISTICS	The project site contains a historic interpretation area (The Square aka Pioneer Village) on the northeast portion of a 192,100-square-foot (4.41-acre) parcel.
APPLICABLE CODES	FMC Chapter 17.52, HD, Historic District FMC Section 17.52.300, Design Review FMC Section 17.52.510, Sutter Street Subarea Special Use and Design Standards Historic District Design and Development Guidelines (DDG's)
PUBLIC NOTICING	A notice was posted on the project site five days prior to the Historic District Commission and City Council Meetings that met the requirements of FMC Section 17.52.320.

ATTACHMENT 2
DESCRIPTION/ANALYSIS

Applicant's Proposal

The applicant, Jeremy Bernau on behalf of the Folsom Historical Society, is requesting Design Review approval for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool Street.

The new Blacksmith Forge Annex is intended to provide additional storage and additional outdoor space for blacksmith demonstrations and classes, and is proposed to be similar in materials to the existing Ashland Station building.

The modifications to Ashland Station include removal of an existing non-original door and roof cover on the structure, reopening of an original entrance, reuse and repair of an existing large wooden cargo door, and adding a new deck in front of the structure for access. Damaged components of the existing materials for the existing wooden cargo door is proposed to be replaced with like-for-like, historically compatible materials. Overall, the intent is to rehabilitate the structure in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

Ashland Station is not a listed historic resource on the national, state, or local historic registers; however, the building is potentially eligible for listing on the California Register of Historic Resources based on feedback provided by the State Historic Resources Commission.

General Plan and Zoning Consistency

The project site is within the Historic District (HD) within the Sutter Street Subarea of the Historic District, and the General Plan land-use designation of the project site is Historic Folsom Mixed-Use (HF).

The following table shows applicable General Plan goals/policies:

General Plan Policies (2035)	
Goals/Policies	**Description**
LU 1.1.9 (Preserve Historic Resources)	Recognize the importance of history in the City of Folsom, and preserve historic and cultural resources throughout the city, to the extent feasible.
LU 2.1.1 (Historic Folsom)	Maintain the existing street fabric and pattern and enhance the tourist-oriented, historic commercial uses in the Historic Folsom commercial areas to preserve the unique character of Folsom's historic center and support local business.
NCR 5.1 (Cultural Resources)	Encourage the preservation, restoration, and maintenance of cultural resources, including buildings and sites, to enrich our sense of place and our appreciation of the city's history.

The project involves the modification of a potentially eligible historic resource (known as Ashland Station), which was relocated from its original location to The Square (also known as Pioneer Village) in 1973. The project is intended to partially rehabilitate the

structure to its original exterior appearance through the removal of a non-original entrance, and the restoration of an original entrance to the structure. The rehabilitation work is considered consistent with General Plan Goal NRC 5.1 and General Plan Policy 1.1.9. Furthermore, the construction of the Blacksmith Forge Annex for historic interpretive demonstrations is also consistent with General Plan Policies LU 1.1.9 and LR 2.1.1.

The following table shows how the proposed Blacksmith Forge Annex relates to the applicable development standards:

Sutter Street Subarea Development Standards (FMC 17.52.510)		
	Required	**Proposed**
Setbacks	No Setbacks Required	6 Foot Setback from nearest Property Line
Height Maximum	35 Feet	~16.4 Feet

The following table shows how the proposed Ashland Station front deck relates to the applicable development standards:

Sutter Street Subarea Development Standards (FMC 17.52.510)		
	Required	**Proposed**
Setbacks	No Setbacks Required	34 Foot Setback from nearest Property Line

The project has been determined to satisfy the applicable development standards of the Sutter Street Subarea outlined in the Folsom Municipal Code.

Building Design and Architecture
Blacksmith Forge Annex

The proposed project is subject to compliance with FMC 17.52.510 and the Historic District Design and Development Guidelines (DDGs). FMC 17.52.510(B) and Section 5.02.01(a) of the DDGs establishes the design concepts for the Sutter Street Subarea, which states that new structures should be of a pre-1900s design. The Building Materials Palette, which is Attachment 2 of Appendix D of the DDGs, also provides a list of what materials are considered appropriate or inappropriate for the project. The Building Materials Palette allows for the use of wood board-and-batten siding, wood shingle roof, and corrugated metal woof for accessory structures.

The proposed Blacksmith Forge Annex (approx. 420 square-feet) is intended to be similar to the colors and materials of the Ashland Station building, including the use of a corrugated metal roof, and stained cedar board-and-batten wood siding. The structure also includes a vented cupola, painted black to match the hardware of the existing blacksmith workshop adjacent to the proposed new annex. The corrugated metal roof is proposed to match Ashland Station; however, the corrugated roof at Ashland Station is not original, as the structure was originally shingled. After discussions with the applicant, the applicant has agreed to use a wooden shingle roof instead, which is reflected as a requirement in Condition 9f.

Based on staff's review of the project, as conditioned, the proposed Blacksmith Forge Annex has been determined to be consistent with the Building Materials Palette of the DDGs, and with the pre-1900s design concept for the Sutter Street Subarea due to being similar to the original Ashland Station structure (c. early 1860s) in design.

Ashland Station Rehabilitation

The Historic Commercial Design Criteria of Appendix D of the DDGs state that for restorations, restoration work shall not destroy distinguishing qualities or character of the structure and its environment. Furthermore, deteriorated architectural features shall be repaired rather than replaced wherever possible, and in the event that replacement is necessary, the new material shall match in composition, design, color, texture, and other visual qualities. The criteria also states that replacement of missing architectural features should be based on accurate duplications of original features, substantiated by physical or pictorial evidence. These guidelines align with the rehabilitation standards of the *Secretary of the Interior's Standards for the Treatment of Historic Properties.*

The project proposes to restore the structure to a more original appearance while making some modifications to address egress requirements. This includes the removal of non-original elements (a door and cover), repairing and reusing the original existing wooden cargo door, modifying the cargo door from a hinged (i.e., swing) to a slide operation for egress as required by the Building Code, constructing a deck for access, and constructing French doors behind the cargo doors. Furthermore, damaged portions of the existing cargo door is proposed to be repaired with in-kind, historically compatible materials to address existing rot and termite damage. The non-original entrance will also be closed using historically compatible materials.

The existing entrance door and cover on the corner of the west elevation of the structure, shown in Attachment 9, was installed in 2021 and is not original to the structure itself, as shown in historic photos of the structure provided in Attachment 8. Based on the same historic photo evidence, the large wooden cargo door in the center of the west elevation has been confirmed as an original entrance to the structure. The project would be restoring the structure to a more original appearance.

Based on staff's review of the scope of work, staff consider the restoration and repair work consistent with the Historic Commercial Design Criteria of the DDGs, and has determined that the project will not destroy distinguishing qualities or the character of the structure or its environment. A more detailed analysis is provided in the subsequent section below in review of the project's compliance with the standards for rehabilitation under the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

Secretary of the Interior's Standards for the Treatment of Historic Properties – Rehabilitation Standards

"Rehabilitation" is among one of the four treatments outlined in the *Secretary if the Interior's Standards for the Treatment of Historic Properties* (SOI Standards), and is defined as the "act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions of features which convey

its historical, cultural, or architectural values." Of the four treatments, rehabilitation allows for alterations and construction of new additions to an existing structure, if necessary for the continued or new use of a historic building, as long as the features essential to the building's historic character are retained. There are ten standards for rehabilitation, which are listed in the table below:

Secretary of Interior's Standards for the Treatment of Historic Properties	
#	**Rehabilitation Standards**
1.	A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2.	The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3.	Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4.	Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5.	Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6.	Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7.	Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8.	Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9.	New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10.	New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

In identifying the defining features that contribute to the historic character of Ashland Station, staff have reviewed the *2012 Annual Report* by the State Historical Resources Commission which reviewed the nomination of Ashland Station (referred to as Ashland Depot) for listing as a historic resource. The report highlighted Ashland Station as an example of 1860s vernacular railroad architecture that includes post and beam framing, board and batten siding, double-hung wooden sash windows, and large wooden cargo doors. Vernacular architecture is marked by the use of locally available materials and traditional methods of construction. Typically, vernacular styles have regional variation depending on the skills and materials of the locality, and can be minimally decorated or of a simple design. The features noted previously are the defining features of this particular structure's vernacular style.

The applicant has provided a Project Narrative in Attachment 5 detailing compliance with the SOI Standards for Rehabilitation, and staff have provided Condition 9c requiring that the project adhere to the most recent version of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* for Rehabilitation. Furthermore, Condition 11 requires the applicant to submit a professional report documenting the existing conditions of Ashland Station, identifying the specific components proposed for repair and the proposed treatment methods in order to verify compliance with the SOI Standards prior to commencement of the rehabilitation work. Although not anticipated to be necessary, Condition 12 allows the City to retain the services of a Historic Preservation monitor, should it be deemed necessary, to ensure that the rehabilitation work adheres to the SOI Standards.

Staff's own assessment of the project's compliance is noted in the subsequent sections of this report.

Protection, Maintenance, and Repair of Historic Materials and Features

The SOI Standards generally seek the least degree of intervention possible, which prioritizes protection and maintenance of defining historic features whenever feasible. If it is not feasible due to extensive deterioration of the material, repair is allowed that includes the limited replacement with in-kind or historically compatible substitute material.

Based on the project narrative, the project proposes to reuse the existing wooden cargo door to the extent feasible, making repairs as needed to sections damaged by rot and termite damage. Repairs are proposed to be performed using in-kind, historically compatible wood material. Furthermore, removal of the non-original entrance door will also utilize historically compatible wood material to close the opening.

Staff have added Condition 9d to ensure that the project adheres to the proposed repair work consistent with the SOI Standards, requiring that replacement be limited to only damaged components, and that the work use in-kind or historically compatible materials that match existing materials in composition, design, color, texture, and other visual qualities.

Alterations and Code-Required Work (Accessibility and Life Safety)

The SOI Standards for Rehabilitation allow for some exterior and interior alterations which are needed as part of the building's continued use, including to meet accessibility and life-safety requirements. Alterations should not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes. New additions should also be constructed in such a manner that they can be removed in the future without impairing the integrity of the historic property.

The project proposes to add a new deck in front of Ashland Station to allow for access through the restored cargo door, and a new French door entrance behind the cargo door. Additionally, the existing cargo doors, which have a hinged (i.e., swing) operation are proposed to be altered to a slide operation for purposes of meeting egress requirements.

The deck and the French doors are proposed to be constructed so as to allow for their removal, with the deck proposed to be a freestanding structure with no physical

connection to the Ashland Station building. Both additions are intended to be visually subordinate to the building, with the French doors being screened behind the original repaired cargo doors and the deck being constructed so as to be clearly identifiable as contemporary work in order to not create a false sense of the structure's history. The modification of the cargo doors from a hinged to a slide operation is necessary to meet egress requirements under the California Building Code, and will not drastically alter the visual appearance of the structure due to reusing the existing cargo doors.

Conclusion

Overall, staff have determined that the project is consistent with the standards for rehabilitation outlined in the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, and have placed conditions to ensure adherence to these standards and best practices.

Use and Maintenance, and Related Projects

The Square (also known as Pioneer Village) is currently owned by the City of Folsom, but operated by the Folsom Historical Society. In order to construct an additional structure on City property and make modifications to Ashland Station, the Folsom Historical Society will need to either modify their agreement with the City or enter into a new agreement with the City prior to construction for use and maintenance of the property. Staff have provided Condition 10 reflecting this requirement. Additionally, Condition 13 has been provided specifying that the applicant is responsible for all costs associated with this project for construction and rehabilitation.

Environmental Review

The project is categorically exempt from environmental review under CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures) for the construction of the proposed Blacksmith Forge Annex, and Section 15331 (Historical Resource Restoration/Rehabilitation) for the rehabilitation of Ashland Station. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption in this case.

As a part of the analysis for this project, staff closely reviewed CEQA Guidelines Section 15300.2(f), which states that categorical exemptions shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. As relevant to this project, CEQA Guidelines Section 15064.5 includes resources determined by the State Historical Resources Commission to be eligible for listing in the California Register of Historical Resources as a historic resource.

In order for the Ashland Station rehabilitation work to be considered exempt under Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines, the work would need to be performed in a manner consistent with *Secretary of the Interior's Standards for the Treatment of Historic Properties.* Staff have reviewed the project against the standards for rehabilitation in the previous sections of this report, and have placed requirements for adherence to the rehabilitation standards. As such, staff have determined that the Ashland Station rehabilitation work will be performed in accordance

with *Secretary of the Interior's Standards for the Treatment of Historic Properties* and thus qualifies for exemption under Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines.

Public Comments
The Heritage Preservation League (HPL) prepared a comments letter, provided in Attachment 10, which provided feedback on the project. After preparation of the letter, HPL met with the applicant to discuss the project to address any questions or concerns. The applicant provided responses to the HPL comments letter, which are provided in Attachment 11. After meeting with the applicant, HPL has stated in an email that they are "satisfied that all aspects of the proposed project will enhance the interpretive area of Folsom's Railroad Block and that the rehabilitation of Ashland Station can be completed in compliance with the Secretary of the Interiors Standards".

Recommendation
Staff recommends approval of the proposed project, subject to the attached conditions of approval.

Historic District Commission Action
Move to recommend approval of an application (DRCL25-00235) for design review for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool Street, based on the (Findings A-H), and subject to the conditions of approval attached to this report (Conditions 1-14).

GENERAL FINDINGS

A. NOTICE OF PUBLIC MEETING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE ZONING CODE OF THE CITY.

CEQA FINDINGS

C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) AND 15331 (HISTORICAL RESOURCE RESTORATION/REHABILITATION) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.

D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.

E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

F. THE PROPOSED PROJECT WILL NOT CAUSE A SUBSTANTIAL ADVERSE

CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE.

DESIGN REVIEW FINDINGS

G. THE BUILDING MATERIALS, TEXTURES AND COLORS USED IN THE PROPOSED PROJECT ARE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND ARE CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

H. THE PROPOSED PROJECT IS IN CONFORMANCE WITH THE HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES ADOPTED BY THE CITY COUNCIL.

Attachment 3
Proposed Conditions of Approval

CONDITIONS OF APPROVAL FOR THE SQUARE (PIONEER VILLAGE) REHABILITATION PROJECT (DRCL25-00235)				
Cond. No.	**Mitigation Measure**	**GENERAL REQUIREMENTS**	**When Required**	**Responsible Department**
1.		The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below, as modified by these conditions of approval: • Project Narrative (Attachment 5) • Plan Set (Attachment 6) • Color and Materials Board (Attachment 7) This project approval is for The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235) which includes the construction of a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool St. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.	B	CD (P)(E)
2.		Building 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.	B	CD (P)(E)(B)
3.		The project approval granted under this staff report shall remain in effect for two years from final date of approval (**Expires February 10, 2028**). Failure to obtain the relevant building or other permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval. The owner/applicant may file an application with the Community Development Department for an extension not less than 60 days prior to the expiration date of the approval, along with appropriate fees and necessary submittal materials pursuant to Section 17.52.350 of the Folsom Municipal Code. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, entitlement, demolition permit, sign permit or other construction permit required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the project contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the one year period for submitting a complete permit application referenced in FMC section 17.52.350(A) shall be tolled during the time that any litigation is pending, including any appeals.	B	CD (P)

4.		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. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith. 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.	OG	CD (P)(E)(B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD(P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD(E)
7.		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 applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The 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 applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD(P)(E)
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans, or beginning inspection, whichever is applicable.	B	CD(P)(E)

ARCHITECTURE DESIGN REQUIREMENTS				
9.		The project shall comply with the following architecture and design requirements: a) The design, materials, and colors of the proposed The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235) shall be consistent with Attachments 5, 6, and 7 to the satisfaction of the Community Development Department. b) Building Permits shall be required. c) The project shall adhere to the standards, guidelines, and recommendations of the most recent version of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* for Rehabilitation. d) Repairs to the Ashland Station building shall, whenever feasible, maintain and reuse the existing wood material. Repairs may include limited replacement, which shall be limited to only damaged components; new materials shall be in-kind and/or historically compatible that match the existing materials in terms of composition, design, color, texture, and other visual qualities. Repairs shall be performed using recognized conservation methods. e) The proposed deck for Ashland Station shall be freestanding with no physical connection to the Ashland Station building. The footings for the deck support posts shall be designed so that there are minimal impacts to the existing footings/foundation of Ashland Station, to the satisfaction of the Community Development Department. f) The roof of the Blacksmith Forge Annex shall be wood shingles, to the satisfaction of the Community Development Department. All Conditions of Approval as outlined herein shall be made as a note or separate sheet on the Construction Drawings.	OG	CD (P)

10.		Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding, in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village).	O	CD (P), PR
11.		A professional report shall be prepared by the applicant that details the current conditions of Ashland Station, specifies what components are proposed to be repaired, and details the proposed repair treatment in accordance with *Secretary of the Interior's Standards for the Treatment of Historic Properties* for Rehabilitation. This report shall be provided to the Community Development Department for review and approval prior to the issuance of the first building permit for all work related to Ashland Station.	B	CD(P)
12.		If the Community Development Department determines that an experienced historic preservation construction monitor is necessary to ensure the rehabilitation and restoration work for the Ashland Station complies with the Rehabilitation Standards in the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, the City shall retain the services of such a monitor at the applicant's expense.	DC	CD(P)
13.		The applicant shall be responsible for all costs associated with this project for construction and rehabilitation.	DC	CD(P)
NOISE REQUIREMENT				
14.		Compliance with the City of Folsom Noise Control Ordinance, General Plan Safety & Noise Element and Standard Construction Specifications and Details Section 7.23 is required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Request to work during days and times not permitted under these regulations may only occur with written permission from the City of Folsom Community Development Director or duly authorized deputy.	I, B	CD (P)(E)

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 4
Vicinity Map


Leidesdorff St
Traders Ln
Sutter St
Wool St
FOLSOM
115
200
195
710
716
719
718
727
722
720
731
721
726
732 1/2
728
732
719
713
717
721
721 1/2
723
731
729
727
305
825
810
824
805
814
801
192
805
803
807
809
811
813
714
716
310

Imagery ©20

Attachment 5
Project Narrative

Ashland Station Project Narrative

Overview

This report explains the proposed alterations to the existing building known as Ashland Station, located at 196 Wool Street, and its compliance with the Secretary of the Interior's Standards for the treatment of Historic Properties (SOI Standards) under Rehabilitation. Because the project follows these Standards, it is consistent with California Environmental Quality Act (CEQA) Guidelines, which allow a project in conformance with the SOI Standards to be presumed to have a less-than-significant impact on historical resources. Accordingly, the project qualifies for a Class 31 categorical exemption under CEQA.

Existing Conditions

The building is a single-story, wood-frame structure with barn-style design elements. It is located within *The Square*, an outdoor interpretive area situated in Folsom's historic railroad block. The building appears on the City of Folsom's preliminary inventory of potentially eligible historic resources; however, no formal designation has been adopted to date.

Proposed Project Summary

The project involves the rehabilitation of Ashland Station while addressing life-safety and functional requirements. The existing barn doors will be repaired using like-kind, historically compatible materials, addressing minor rot and termite damage through in-place preservation treatments. To meet egress requirements, the barn doors will be converted to a sliding operation; this change will retain the doors' original outward appearance and will not be perceptible from the exterior. A non-original door installed in 2021 will be removed, and the opening will be restored using historically compatible materials to maintain the building's character. All interventions are designed to protect the building's defining features while accommodating functional and code requirements.

Three panel true divided lite Fr. doors will be installed behind the barn doors. This addition is designed to be fully reversible, visually subordinate to the historic form, and screened from primary public views, ensuring minimal impact on the building's historic integrity. A 13' x 10' deck or dock will also be added, carefully designed to be reversible and visually subordinate,

preserving the original character of the structure. Photographic documentation and other historical evidence have guided the design of all interventions to ensure that character-defining features are preserved and that all new work is compatible with the historic building.

SOI Standards for Rehabilitation Compliance

Since the 1970s, Ashland Station has functioned as an interpretive site. The proposed rehabilitation enhances this use by accommodating improved access and functionality while ensuring that the building's distinctive materials, features, spaces, and spatial relationships are minimally altered. Required interventions, including the new door, balcony, and stairs, are designed to be reversible and visually subordinate, maintaining compatibility with the historic form.

The building's distinctive materials, features, and spatial relationships will be retained. No defining characteristics will be removed or obscured. Interventions for code compliance, such as the new door, balcony, and stairs, are designed to have minimal visual impact while preserving the building's historic character. No elements will be altered to create a false sense of history. Modern interventions will be clearly distinguishable from the historic fabric and easily removable, ensuring the physical record of the building's evolution remains legible. Non-original features with no historic value, such as the 2021 door, will be removed. Earlier historic fabric will be repaired or replaced in-kind using materials that are compatible with the original, while modern additions will be identifiable as contemporary work.

Character-defining features, including the barn doors, siding, trim, and other exterior materials, will be repaired rather than replaced whenever possible, maintaining the building's original appearance and historic integrity. Where deterioration exists (e.g., minor rot or insect damage), materials will be repaired using methods and materials that match the original in composition, texture, and appearance, preserving historic fabric whenever feasible.

No abrasive, destructive, or inappropriate treatments are proposed. All preservation work will follow recognized best practices for wood conservation and material care. No subsurface

excavation is proposed that would affect known or suspected archaeological resources, ensuring compliance with preservation requirements.

The deck or dock addition are differentiated from the historic structure in a way that does not diminish or obscure the building's original form, scale, or primary views. They are visually subordinate, compatible, and fully reversible. All new work, including the deck or dock and Fr. doors are designed to be fully removable without damaging historic materials, ensuring that future restoration or changes can be made without compromising the building's historic integrity. Therefore, all proposed work meets the standards outlined by the SOI for Rehabilitation.

CEQA Compliance and Regulatory Justification

Ashland Station, located at 196 Wool Street, is being considered a historic resource at the discretion of the City of Folsom's Planning Department in accordance with §21084.1 of the Public Resources Code. It is included on the City's preliminary list of cultural resources, and it is anticipated that it will be listed on the official City of Folsom Cultural Resources Inventory in the future. Therefore, this project has been designed to treat the building as a presumptive historic resource (*Valley Advocates v. City of Fresno*, 2008).

The proposed project restores character-defining features and preserves the building's historic integrity in accordance with the Secretary of the Interior's Standards for Rehabilitation (SOI Standards). The work avoids substantial alteration of character-defining features and is therefore consistent with CEQA Guidelines §15064.5(c), which generally considers a project conforming to the SOI Standards to have a less-than-significant impact on historical resources. Conformance also supports a presumption of less-than-significant impact under §15064.5(b)(3). Photographic documentation and historical evidence have been used to guide restoration decisions, demonstrating that the proposed work preserves the building's defining features and historic integrity.

Although historic resources are generally not categorically exempt under §15300.2(c), this project qualifies for a Class 31 categorical exemption under CEQA §15331 because it involves the restoration and preservation of an existing historic structure, with alterations limited to repair

and maintenance that maintain the building's original character. All work is fully reversible, visually subordinate, and supported by documentation, ensuring that the project meets the exemption criteria.

Conclusion

The proposed project complies with all applicable Secretary of the Interior's Standards for Rehabilitation. It has been carefully designed to preserve the existing building's architectural integrity, guided by photographic and historical documentation, and any new features are visually and physically reversible. The project will not materially impair any historic characteristics and is consistent with CEQA Guidelines as a preservation-sensitive rehabilitation project. Therefore, the project should be given a Class 31 categorical exemption under CEQA.

FOLSOM HISTORY

Mr. Nathan Stroud
City of Folsom
50 Natoma Street
Folsom, CA 95630

RE: Ashland Station

Nathan,

Please find below the questions and answers to your questions regarding the proposed French doors at Ashland Station.

1. **Proposed New Blacksmith Forge Annex**
   The corrugated metal roof on Ashland Station is not original to the structure and originally use to be shingles. The proposed Blacksmith Forge Annex is proposed to utilize a corrugated metal roof to match the non-original roof of Ashland Station.
   Folsom History will agree to use fire retardant wood shingles rather than the proposed metal roof.

2. **Ashland Station Rehabilitation-Revised Project Narrative**

   Please see answers to questions in 4. below.

3. **Ashland Station Rehabilitation-SOI Standards of Compliance**

   Folsom History will prepare a report that details the current conditions of Ashland Station, specifies what components are proposed to be repaired and details the proposed repair treatment in accordance with Secretary of the Interior Standards for the treatment of historic properties for rehabilitation. This report shall be provided to the Community Development Department for review and approval prior to the issuance of the first building permit for all work related to Ashland Station.

   If the Community Development Department determines a construction monitor is necessary, Folsom History will provide a monitor with the knowledge of the Secretary of the Interior Standards for the treatment of historic properties.

4. **Ashland Station Rehabilitation-Proposed French Doors**

   1. *Would you be able to explain more about why the construction of the French door is necessary instead of utilizing the existing hinged barn doors?*

      The existing barn doors would need to be substantially strengthened and modified to support frequent use and the installation of the necessary hardware to meet egress requirements. Simply hanging the doors on barn door hardware and sliding them out of the way would better preserve the exist[illegible]ors.

The French door 3-panel unit would simply be screwed into the existing opening with no need for additional modification and the unit would be designed to accommodate hardware to meet egress requirements. To return to the original configuration, the French door unit could simply be unscrewed from the opening and the sliding barn door hardware changed back to the original hinges.

2. *Would you explain more about the fall hazards, weather and road noise issues that necessitate the doors?*
   Currently, without the proposed deck, the barn doors open out, and visitors could fall to the ground. With the proposed deck, since the barn doors are solid offering no visibility and swing out, the barn doors could hit and potentially injure visitors standing on the deck when opened.
   Since the barn door opening is large and faces southwest, the weather, road noise and noise from events in the plaza and amphitheater can impact programs held inside Ashland Station. Since only the center French door is active in the 3-panel unit, the weather and noise impacts are cut by 2/3rds. The French door unit is weather tight and sealed unlike the existing barn doors.
   The outswing barn doors also limit the usability of a large portion of the proposed deck.

3. *Why were alternative options infeasible?*
   While the current installation of the single door with panic hardware is a viable option to address required egress, sound and weather impacts, it added a new opening requiring modification to the wall and detracts from the historical integrity of Ashland Station. Removing the single door and modifications will return access to the original opening, preserve the existing doors and still offer the required egress while limiting the weather and noise impacts to programs in Ashland Station.
   Using the historical opening and simply screwing a 3-panel French door specifically built to fit into the existing opening, provides the lightest touch to address the weather, noise and required egress requirements. In addition, from the exterior, the look of the barn doors is the same when shut, they do not have to be modified and their use is limited better preserving the barn doors.

4. Any other alternatives considered require modifications to the walls and opening.

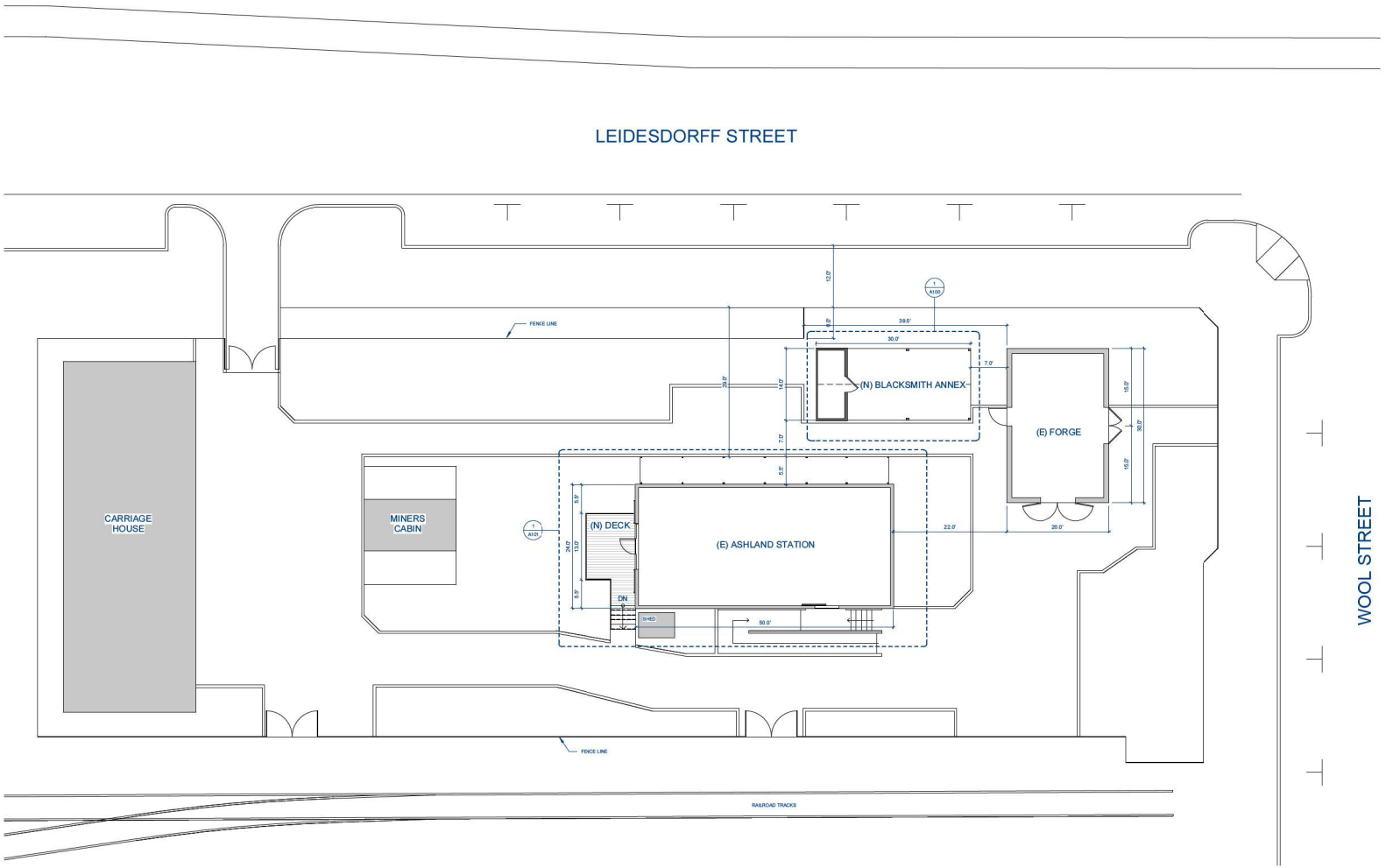
If you have any additional questions, please don't hesitate to contact me.

Sincerely,

Jerry Bernau, Board Member

Attachment 6
Plan Set

COPYRIGHT ANTHONY MULL ARCHITECTS



SITE PLAN
1" = 10'-0"

FOLSOM HISTORY
THE SQUARE

ANTHONY MULL ARCHITECTS

JOB #
013

DATE
03/25/2024

CLIENT
THE SQUARE

PROJECT ADDRESS
196 WOOL ST
FOLSM, CA. 95630

PROJECT NAME
THE SQUARE

REVISIONS
DATE DESCRIPTION

NOT FOR CONSTRUCTION

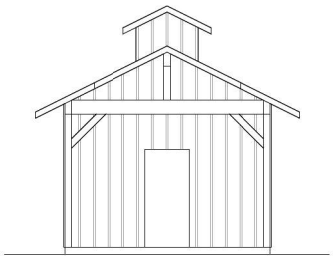
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SCHEMATIC DESIGN

SHEET NAME
SITE PLAN

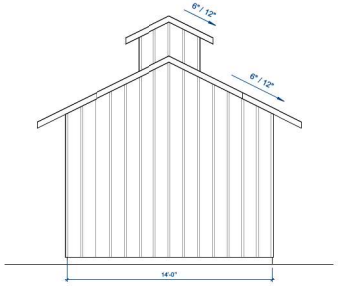
SHEET NUMBER
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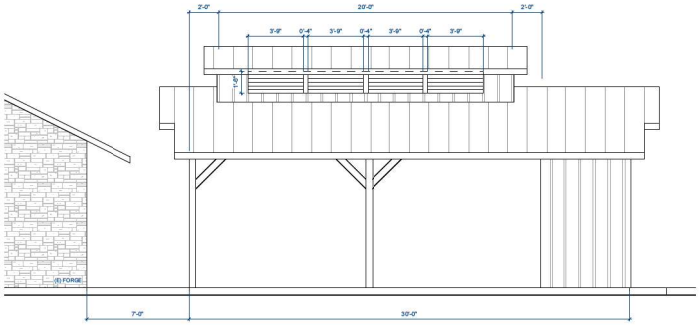
COPYRIGHT ANTHONY MULL ARCHITECTS



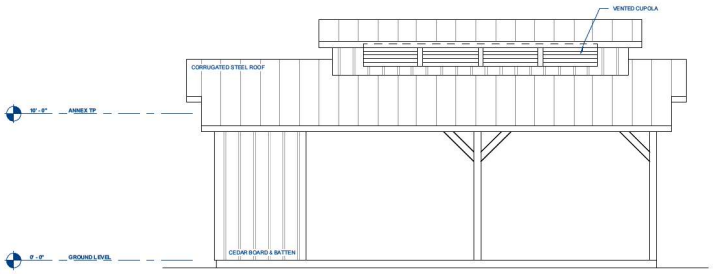
3 ANNEX - EAST ELEVATION
1/4" = 1'-0"



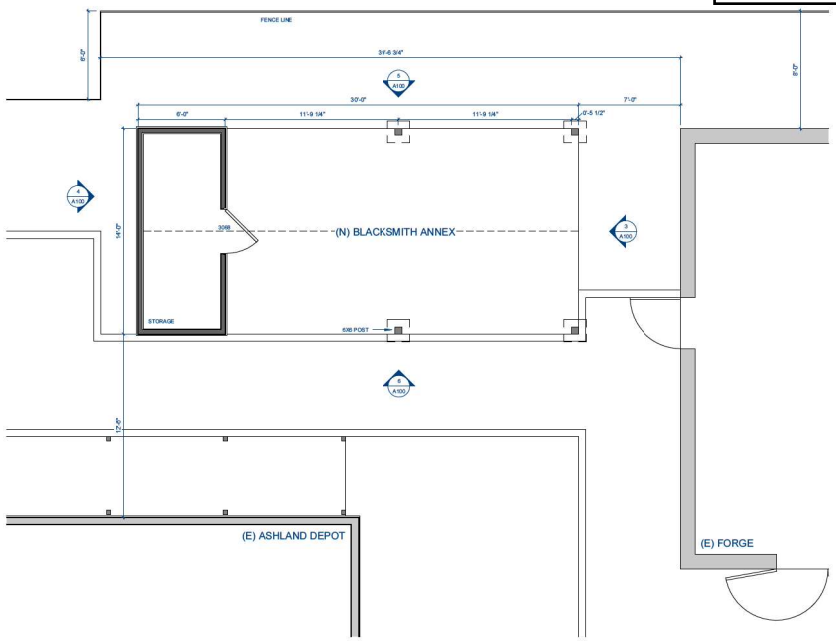
4 ANNEX - WEST ELEVATION
1/4" = 1'-0"



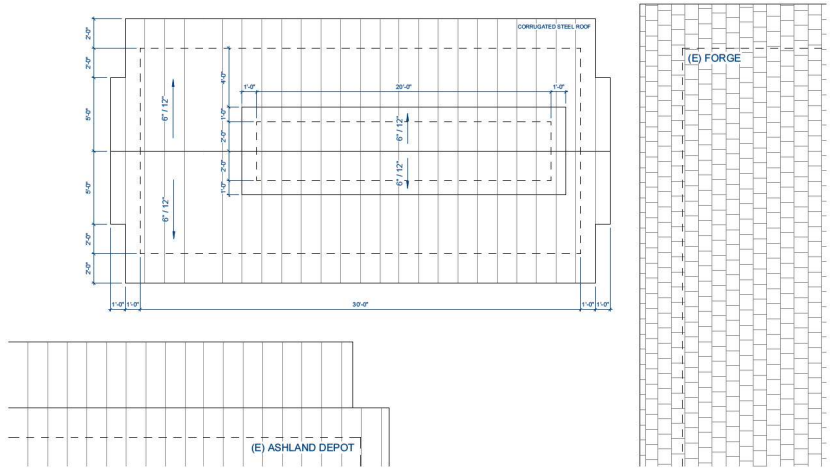
5 ANNEX - NORTH ELEVATION
1/4" = 1'-0"



6 ANNEX - SOUTH ELEVATION
1/4" = 1'-0"



1 ANNEX PLAN
1/4" = 1'-0"



2 ANNEX ROOF PLAN
1/4" = 1'-0"

NEW WALL
EXISTING WALL
DEMO WALL

FOLSOM HISTORY
THE SQUARE

ANTHONY MULL ARCHITECTS

JOB #
013

DATE
01/09/25

CLIENT
THE SQUARE

PROJECT ADDRESS
196 WOOL ST
FOLSM, CA. 95630

PROJECT NAME
THE SQUARE

REVISIONS
DATE DESCRIPTION

NOT FOR CONSTRUCTION

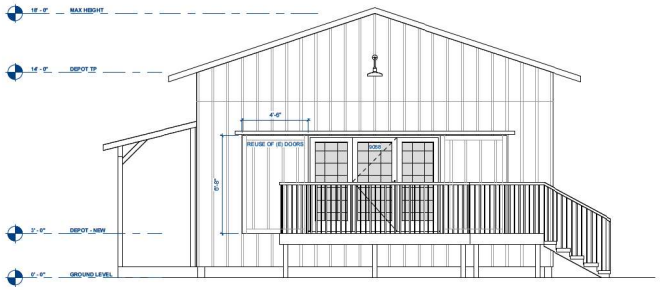
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SHEET NAME
BLACKSMITH ANNEX PLANS

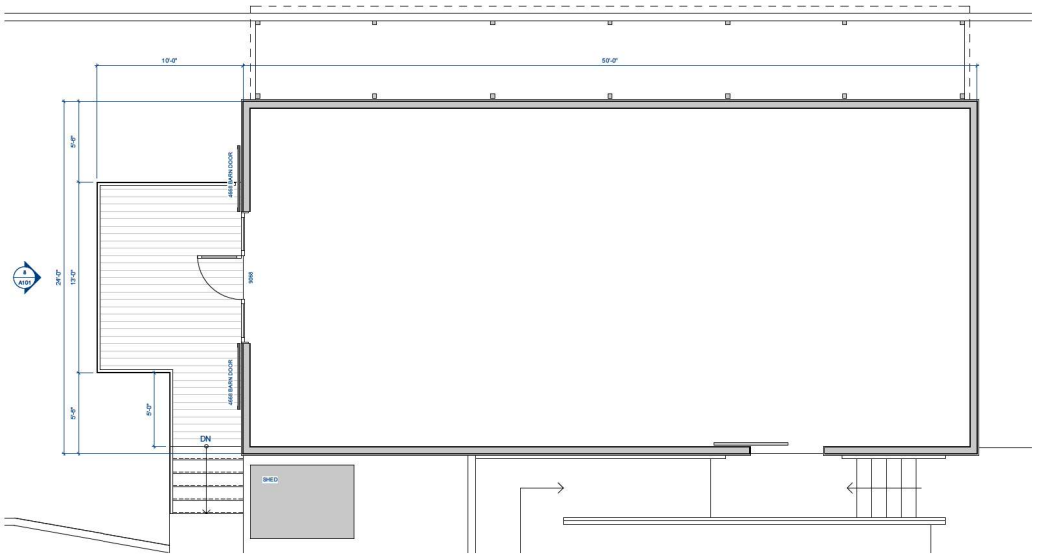
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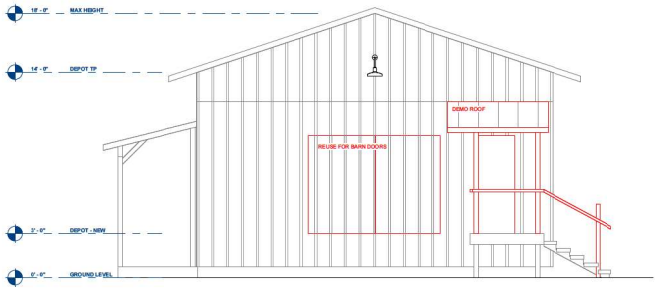
COPYRIGHT ANTHONY MULL ARCHITECTS



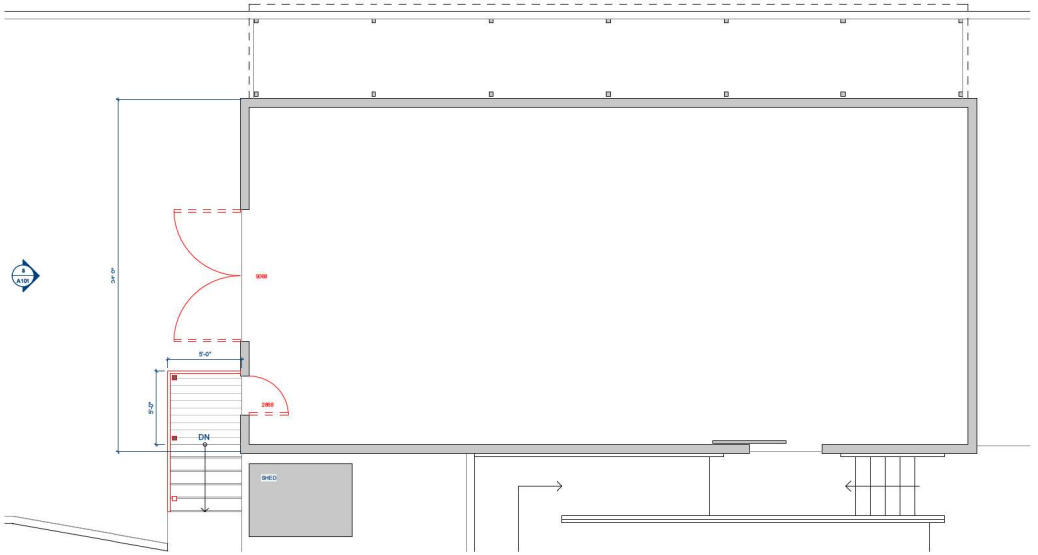
3 ASHLAND - NEW ELEVATION
1/4" = 1'-0"



1 ASHLAND - NEW
1/4" = 1'-0"



4 ASHLAND - EXISTING / DEMO ELEVATION
1/4" = 1'-0"



2 ASHLAND - EXISTING / DEMO
1/4" = 1'-0"

NEW WALL
EXISTING WALL
DEMO WALL

FOLSOM HISTORY
THE SQUARE

ANTHONY MULL ARCHITECTS

JOB #
013

DATE
01/09/25

CLIENT
THE SQUARE

PROJECT ADDRESS
196 WOOL ST
FOLSM, CA. 95630

PROJECT NAME
THE SQUARE

REVISIONS
DATE DESCRIPTION

NOT FOR CONSTRUCTION

PHASE
SCHEMATIC DESIGN

SHEET NAME
ASHLAND - PLANS

SHEET NUMBER
A101

Attachment 7
Color and Materials Board

196 Wool Street
The Square, Ashland Station, The Blacksmith Annex
Color Board

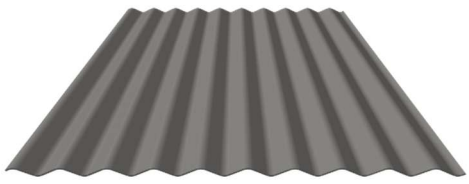
French Doors - Simpson 77512
Nantucket ¾ Lite



Stain- CUTEK® Colortones in “Ashwood” double strength to match existing aged wood



Roof- Corrugated metal to match existing roof



Attachment 8
Historic Photos


Eugene Hepting 1939






1973


1976

Attachment 9
Site Photos

Ashland Station West elevation



Blacksmith Annex Location



Attachment 10
HPL Comment 11/4/25

HERITAGE PRESERVATION LEAGUE OF FOLSOM
PROJECT APPLICATION REVIEW
November 4, 2025

PROJECT SITE: The Square on Folsom's Historic Railroad Block in the Sutter Street Subarea Including: Ashland Station at 815 Leidesdorff Street and the Blacksmith Shop at 196 Wool Street.

REQUEST: Design Review of Building Modifications, Building Additions and Repairs

PROJECT HISTORY: Application Circulated by the City on October 23, 2025
Feedback requested by November 12, 2025

PROJECT SITE
The Square is an interpretive area at the northeast corner of Folsom's Historic Railroad Block. In 1856 this site became the end-station of California's first railroad between Sacramento and Folsom. The Railroad Block is listed as California Historical Landmark No. 558 under the title: 'Terminal of Californias First Passenger Railroad'.

ASHLAND STATION
History
Historic records support the local belief that Ashland Station was built by Sacramento, Placer and Nevada Railroad in 1862. The building is known as the oldest railroad building in California and the only remaining building associated with Sacramento Valley Railroad. The structure was relocated from a site across the American River to Folsom's Historic Railroad Block in 1973.

Environmental Statement
The applicant has requested an exemption from environmental review based on Section 15331 of the CEQA Guidelines (Historical Resource Restoration/Rehabilitation). This exemption applies when all the repairs are completed in consistency with the Secretary of the Interiors Standards.

Foundation and Framing
A unique part of Ashland Station is the heavy timber frame, assembled without hardware. The building has a large perimeter beam with mortice and tenon joints. Vertical posts raise the lower beam 2-2.5 feet above grade. The application does not provide any information about the current condition of the foundation or framing.

A new 10'x 13' raised deck has been proposed along the west façade of Ashland Station. While the building elevations show that posts will be installed to support the perimeter of the new deck, it is not clear if new posts will also be installed along the foundation of Ashland Station. As an option, the applicant may intend to rest the deck on a new header that is attached directly to the historic structure.

Any excavation close to the existing foundation posts could be a concern. Attaching a header board and applying weight to the old railroad structure may also compromise the existing foundation and building frame. Before the deck design is finalized, Ashland Station should therefore be inspected by an engineer or architect with a structural background.

Proposed Building Alterations

Several changes are proposed along the west façade of Ashland Station. In addition to the deck addition, the existing large barn doors are proposed to be re-hung along an exterior overhead rail. The applicant is also proposing to install a three-paneled French door along the inside of the existing opening. Since the existing structure does not have insulation, heating or air-conditioning, the purpose of an extra door is not clear. The proposed new door with mostly glass, also does not seem compatible with the rustic railroad building.

Previous Building Alterations

Prior to 2010, a narrow, covered storage area was installed against a portion of the north elevation of Ashland Station. By 2015 the storage area was expanded to the full length of the building, and the roof cover was raised up to allow for a seating area. As a result, it may be difficult to access the doors along the north side of the building (including two 6-foot-wide sliding doors and a 3-foot-wide man door). In addition, most of the north building facade is no longer visible from Leidesdorff Street.

In 2021, a new entrance door with a small porch cover was installed along the west elevation. This addition was not consistent with the early railroad design, and the applicant is now proposing to remove these additions. A small deck area that also was installed in 2021 will be preserved and used to access the proposed new deck.

Maintenance

The applicant is proposing to replace some of the visibly deteriorated exterior materials (including siding and trim boards). However, the application package does not include any information regarding potential structural damage.

Project Site

A small shed has been located close to the southwest corner of the train depot. This storage building does not complement the historic design and building materials used for Ashland Station, and it also provides a minimal separation from the old railroad building.

General Statement:

The applicant is the City's selected developer of the railroad block. Bernau Development Corporation has also been responsible for the restauration of Folsom's historic passenger depot. HPL is therefore confident that the restauration of Ashland Depot will be completed as specified by the Secretary of the Interiors. However, based on the age and history of the railroad building, HPL recommends that the overall structure should be inspected for damage before the repairs are approved. In addition, HPL

recommends that the applicant should be required to document the repair work and submit a follow-up report to Folsom History (the property owner) and the City.

HPL supports the applicants intent to maintain Ashland Station and to keep the building available for public use. However, HPL would like more information about how the proposed French door may improve the future use of Ashland Station. As an option, the existing doors could be hung along the interior of the building (similar to the four existing cargo doors). This would provide a wide opening towards the deck area and expand the use of the building without introducing a new door that is less compatible with the railroad depot.

Project Recommendations:

1. Add the following information to the submittal package:

a) A project narrative, that describes the future plans for Ashland Station.
b) A professional report that analyzes the current condition of Ashland Station specifies what repairs are needed and describes the least invasive way to support the new deck.
c) Details of the deck, deck railing and a three-panel door. (The selected door should have a more commercial design).

2. The applicant or an independent monitor should be responsible for the supervision of the project and the preparation of a follow-up report that is submitted to Folsom History (the property owner) and the City.

Proposed Future Goals:

- Remove the covered deck area that obstructs the north façade of Ashland Station (and access to three existing doors).
- Relocate the small shed (with T-111 siding) that is located close to the southwest corner of Ashland Station.

THE BLACKSMITH SHOP

Folsom's Blacksmith Forge is located at the northeast corner of Leidesdorff Street and Wool Street. It is a replica of the railroad shop that at one time was used by Sacramento Valley Railroad.

The applicant is proposing to install an open structure with a small, enclosed storage space close to the west side of the existing building. A project narrative has not been provided, but it appears that the blacksmith annex will replace the existing public seating area close to the Wool Street entrance to The Square.

Regarding the proposed façade materials, HPL recommends that the applicant should select a roof material with the profile of early metal roofs (non-corrugated sheet metal with flat or standing seams).

Project Recommendation:

Add the following information to the submittal package:

a) A project narrative, that describes the future plans for the Blacksmith Shop and Annex.
b) Details of the proposed exterior materials, including roofing, roof vents, a door and potentially paint colors. (Select a roof material that is compatible with materials used between 1850 and 1950.)

Attachment 11
Applicant Response to HPL Comments

HERITAGE PRESERVATION LEAGUE OF FOLSOM
PROJECT APPLICATION REVIEW
November 4, 2025

PROJECT SITE: The Square on Folsom's Historic Railroad Block in the Sutter Street Subarea Including: Ashland Station at 815 Leidesdorff Street and the Blacksmith Shop at 196 Wool Street.

REQUEST: Design Review of Building Modifications, Building Additions and Repairs

PROJECT HISTORY: Application Circulated by the City on October 23, 2025
Feedback requested by November 12, 2025

PROJECT SITE
The Square is an interpretive area at the northeast corner of Folsom's Historic Railroad Block. In 1856 this site became the end-station of California's first railroad between Sacramento and Folsom. The Railroad Block is listed as California Historical Landmark No. 558 under the title: 'Terminal of Californias First Passenger Railroad'.

ASHLAND STATION
History
Historic records support the local belief that Ashland Station was built by Sacramento, Placer and Nevada Railroad in 1862. The building is known as the oldest railroad building in California and the only remaining building associated with Sacramento Valley Railroad. The structure was relocated from a site across the American River to Folsom's Historic Railroad Block in 1973.

Environmental Statement
The applicant has requested an exemption from environmental review based on Section 15331 of the CEQA Guidelines (Historical Resource Restoration/Rehabilitation). This exemption applies when all the repairs are completed in consistency with the Secretary of the Interiors Standards.

Foundation and Framing
A unique part of Ashland Station is the heavy timber frame, assembled without hardware. The building has a large perimeter beam with mortice and tenon joints. Vertical posts raise the lower beam 2-2.5 feet above grade. The application does not provide any information about the current condition of the foundation or framing.

A new 10'x 13' raised deck has been proposed along the west façade of Ashland Station. While the building elevations show that posts will be installed to support the perimeter of the new deck, it is not clear if new posts will also be installed along the foundation of Ashland Station. As an option, the applicant may intend to rest the deck on a new header that is attached directly to the historic structure.

The deck will be built free standing without any connection to the existing structure. The footing for the deck support posts will be placed so there is no surcharge impacting the existing footings/foundation of Ashland Station. As part of the building plans to be submitted, structural engineering will confirm this.

Any excavation close to the existing foundation posts could be a concern.

The deck footings are relatively shallow and will be spaced away from the existing structure's footings/foundation to eliminate any potential undermining. As part of the building plans to be submitted, structural engineering will confirm that.

Attaching a header board and applying weight to the old railroad structure may also compromise the existing foundation and building frame. Before the deck design is finalized, Ashland Station should therefore be inspected by an engineer or architect with a structural background.

The deck will not impact the structure of the existing structure in any way. The sliding barn door hardware may require backing for attachment. The structural engineer will review this too.
The true divided light F. doors will be sized for the existing door opening under the existing header.

Proposed Building Alterations

Several changes are proposed along the west façade of Ashland Station. In addition to the deck addition, the existing large barn doors are proposed to be re-hung along an exterior overhead rail. The applicant is also proposing to install a three-paneled French door along the inside of the existing opening. Since the existing structure does not have insulation, heating or air-conditioning, the purpose of an extra door is not clear. The proposed new door with mostly glass, also does not seem compatible with the rustic railroad building.

For fire, life and safety, a second exit is required for egress. In 2021, that is why the door was added to the west elevation. The existing barn doors do not meet code for egress. The new Fr. doors in the existing door opening will meet this egress requirement without a new penetration in the west elevation. When the barn doors are closed, the Fr. doors will be covered from the exterior elevation. The new specified true divided light Fr. doors are consistent with the style of Fr. doors in other railroad depots built in the mid-1800s.

Previous Building Alterations

Prior to 2010, a narrow, covered storage area was installed against a portion of the north elevation of Ashland Station. By 2015 the storage area was expanded to the full length of the building, and the roof cover was raised up to allow for a seating area. As a result, it may be difficult to access the doors along the north side of the building (including two 6-foot-wide sliding doors and a 3-foot-wide man door). In addition, most of the north building facade is no longer visible from Leidesdorff Street.

In 2021, a new entrance door with a small porch cover was installed along the west elevation. This addition was not consistent with the early railroad design, and the applicant is now proposing to remove

these additions. A small deck area that also was installed in 2021 will be preserved and used to access the proposed new deck.

Maintenance

The applicant is proposing to replace some of the visibly deteriorated exterior materials (including siding and trim boards). However, the application package does not include any information regarding potential structural damage.

Project Site

A small shed has been located close to the southwest corner of the train depot. This storage building does not complement the historic design and building materials used for Ashland Station, and it also provides a minimal separation from the old railroad building.

The application does not address the existing storage building.

General Statement:

The applicant is the City's selected developer of the railroad block. Bernau Development Corporation has also been responsible for the restauration of Folsom's historic passenger depot. HPL is therefore confident that the restauration of Ashland Depot will be completed as specified by the Secretary of the Interiors. However, based on the age and history of the railroad building, HPL recommends that the overall structure should be inspected for damage before the repairs are approved. In addition, HPL recommends that the applicant should be required to document the repair work and submit a follow-up report to Folsom History (the property owner) and the City.

All work will be documented and provided as recommended.

HPL supports the applicants intent to maintain Ashland Station and to keep the building available for public use. However, HPL would like more information about how the proposed French door may improve the future use of Ashland Station. As an option, the existing doors could be hung along the interior of the building (similar to the four existing cargo doors). This would provide a wide opening towards the deck area and expand the use of the building without introducing a new door that is less compatible with the railroad depot.

Instead of swinging hinge hardware, the existing barn doors will be mounted to sliding barn door hardware on the outside of the building. This will allow code compliant Fr. doors to be mounted in the existing opening. When Ashland Station is in use, the existing barn doors cannot currently be left open for egress or light because of fall hazards, weather and road noise.

Project Recommendations:

1. Add the following information to the submittal package:

a) A project narrative, that describes the future plans for Ashland Station.

At this time, the application is for the blacksmith annex and the removal of the existing door and shed roof that was added in 2021. The deck and Fr. doors simply replace this egress requirement while maintaining the historical integrity of the freight building.

b) A professional report that analyzes the current condition of Ashland Station specifies what repairs are needed and describes the least invasive way to support the new deck.

This deck will not impact the existing structure. Historically, it is very common that a freight dock and/or ramp were used to access the raised floor of a railroad freight depot.

c) Details of the deck, deck railing and a three-panel door. (The selected door should have a more commercial design).

The Fr. doors are of the same design as similar depots of the mid-1800s and are sourced from the same manufacturer that supplied the new Fr. doors in the SP depot, next door. The railing and balusters shown are simple square wood balusters as would have been installed in the 1800's.

2. The applicant or an independent monitor should be responsible for the supervision of the project and the preparation of a follow-up report that is submitted to Folsom History (the property owner) and the City.

Since 1994, the applicant is a licensed California General Contractor located in Folsom with significant design and construction experience in Folsom's historic District including the SP depot at 200 Wool Street, 807/809 Sutter Street, 823 Sutter Street, 824 Sutter Street, 905-915 Sutter Street, 921 Sutter Street, 507, 509, & 511 Figueroa Street, 509 Wool Street, 610 Mormon Street, 909 Mormon Street and the relocation of Emma's Place to 216 Natoma Street. On behalf of Folsom Cordova Unified School District, the applicant also researched, evaluated and prepared the successful nomination of Granite Grammar School to the California Register of Historic Resources.

Proposed Future Goals:

- Remove the covered deck area that obstructs the north façade of Ashland Station (and access to three existing doors).
- Relocate the small shed (with T-111 siding) that is located close to the southwest corner of Ashland Station.

The existing Fr. door and shed roof that were added in 2021 will be removed.

THE BLACKSMITH SHOP

Folsom's Blacksmith Forge is located at the northeast corner of Leidesdorff Street and Wool Street. It is a replica of the railroad shop that at one time was used by Sacramento Valley Railroad.

The applicant is proposing to install an open structure with a small, enclosed storage space close to the west side of the existing building. A project narrative has not been provided, but it appears that the blacksmith annex will replace the existing public seating area close to the Wool Street entrance to The Square.

The site plan shows the blacksmith annex will be built just west of the current blacksmith shop and north of the sidewalk just north of Ashland Station. This is not an existing public seating area. It is where a temporary metal frame canopy structure exists where blacksmithing currently take place.

Regarding the proposed façade materials, HPL recommends that the applicant should select a roof material with the profile of early metal roofs (non-corrugated sheet metal with flat or standing seams).

The metal roof will match the metal roof on Ashland Station.

Project Recommendation:

Add the following information to the submittal package:

a) A project narrative, that describes the future plans for the Blacksmith Shop and Annex.

Blacksmithing is very popular at the Square. When we have classes or are busy, the blacksmiths currently expand into this area. It will also be used for visiting blacksmiths. It will replace the temporary metal frame and attached tarps.

b) Details of the proposed exterior materials, including roofing, roof vents, a door and potentially paint colors. (Select a roof material that is compatible with materials used between 1850 and 1950.)

As presented in the color board, the natural wood will be stained to match the existing blacksmith shop, and the metal roof will match Ashland Station. The metal vents and hardware will be black to match the existing blacksmith shop.

Folsom City Council Meeting

Additional Information Transmittal

MEETING DATE:	2/10/2026
AGENDA SECTION:	Consent Calendar
STAFF REPORT TITLE	Resolution No. 11533 – A Resolution Approving the Historic District Commission's Recommendation for Approval of a Design Review for The Square (Pioneer Village) Rehabilitation Project Located at 115 Wool Street and Determination that the Project is Exempt from CEQA Under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines
FROM:	Community Development Department

Staff is providing the attached additional information for the above-referenced agenda item:

Even though Google Maps shows the address of The Square (also known as Pioneer Village) as 196 Wool Street, the official address listed by the Sacramento County Assessor's Office is 115 Wool Street.

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11546 - A Resolution Authorizing the City Manager to Execute a Contract with REY Engineering, Inc. for Contract Development Engineering Management Staff Services up to $200,000 Utilizing Salary and Benefit Cost Savings from the General Fund (Fund 010)
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff respectfully recommends that the City Council move to approve Resolution No. 11546 - A Resolution Authorizing the City Manager to Execute a Contract with REY Engineering, Inc. for Contract Development Engineering Management Staff Services up to $200,000 Utilizing Salary and Benefit Cost Savings from the General Fund (Fund 010).

BACKGROUND

All engineering plans for proposed development in the City of Folsom are submitted to the Community Development Department, Engineering Division. The submittals are reviewed by qualified plan check staff for conformance to engineering standards and best practices prior to issuance of site improvement permits. Once the site improvement permits are issued and construction begins, qualified construction inspection staff will inspect the site to ensure construction is consistent with the approved plans and requirements.

Development activity in the City each year fluctuates in response to a variety of factors including but not limited to economic conditions, market demand, land use trends, and land availability and readiness. Regardless of the fluctuation, the City is obligated to review plans, issue permits, and conduct inspections in a timely manner. Since the recession in 2008, the Community Development Department has utilized a model of minimal baseline staffing in all divisions for relatively low levels of development activity and utilizing a contract service model to supplement baseline staffing levels for higher levels of development activity for plan check, inspections, and contract surveying services. For the last ten-year period, development activity has consistently exceeded baseline staffing capacity and the City has utilized contract services for a variety of engineering service demands. Costs for those contract services are generally covered by the pay for service model of fee revenue associated with development activity.

On January 14, 2026 City Council approved additional contract budget appropriation for both development engineering and building services to support higher levels of development activity. At the same time, Community Development has been recruiting to fill several current staffing vacancies in the development engineering team as shown in the table below.

CDD Engineering Positions	# Staff	Current Status
Development Engineering Manager	1	Vacant
Senior Civil Engineer	1	Vacant
Assistant Civil Engineer	2	Filled
Senior Construction Inspector	1	Vacant

Currently, with the promotion and transfer of top senior engineering staff (Rebecca Neves and Turaj Hosseini) to the Public Works Department, the Community Development Engineering Team has three vacant positions. After a recent failed recruitment for Development Engineering Manager, staff recommends a half-time consultant contract to staff that role for the 2026 calendar year utilizing salary and benefit cost savings from the vacant position. Community Development will move forward with recruitments for the vacant Senior Civil Engineer and Senior Construction Inspector in the near term and plan to recruit for Development Engineering Manager again in the next nine to twelve months.

Staff is recommending the City Manager be authorized to execute a contract with REY Engineering, Inc for a part-time contract Development Engineering Manager for a one-year period, with a cumulative not-to-exceed annual amount of $200,000 utilizing savings from General Fund (Fund 010) salary and benefit cost savings for that position.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, contracts greater than $77,426 shall be awarded by the City Council. Contracts for professional services are not required to go through a standard public procurement process pursuant to Folsom Municipal Code section 2.36.120. Engineering services are included in the definition of professional services in section 2.36.030. As applicable here, contracting for any work or operation of the City is a City Management Right as described in the City of Folsom Personnel Rules and Regulations, section 2.03.030(H).

ANALYSIS

As described in the background section of this report, Folsom has experienced consistently high volumes of development engineering permit, plan check, and inspection activity over the last ten years exceeding our baseline staffing capacity. The third-party service contracts for engineering services that were authorized in 2025 included on-call staffing positions in addition to engineering plan check, surveying, and inspection services. In response to engineering staffing vacancies for promotion and reorganization in October and November 2025, Community Development requested consultant resumes for Development Engineering Manager and selected Vanessa Humphreys, PE, with REY Engineering, Inc for a limited term supplemental staffing during recruitment for that position.

In January 2026, the City conducted interviews for Development Engineering Manager to replace Rebecca Neves and were unsuccessful in finding a qualified candidate to lead the team. Community Development now recommends a longer-term contract solution to fill the staffing vacancy for Development Engineering Manager while we recruit for the other two staffing vacancies. Fortunately, Vanessa Humphreys, PE, with REY, Engineering Inc. has agreed to serve as contract Development Engineering Manager approximately half time for the 2026 calendar year. Vanessa lives and works in Folsom and has more than 28 years of experience in public works, residential, and commercial development projects. Vanessa will be contracted approximately half time (20 hours/week) to manage the team and services for development engineering in partnership with other City divisions and departments. Staff anticipates that the appropriation of time (20 hours/week) for the Contract Development Engineering Manager will be distributed and funded as outlined below.

- Administrative Work (~10 hours/week). This mid-management position includes staff training and mentoring, coordination with other Community Development divisions and other City departments, responding to public inquiries, and other non-billable tasks. This work would be paid for through City Council appropriated salary and benefit cost savings from the vacant Development Engineering Manager position under this new contract and is not anticipated to be full cost recovery.

- Development Project Work (~10 hours/week). For larger and more complex engineering reviews of development projects, this mid-management position would lead in-house engineering plan check with cost recovery from engineering fees paid for through appropriated contract engineering budget. On January 12, 2026 City Council amended the contract engineering budget appropriation to increase the initial contract budget amount and the contract expenses for this work would be covered under that contract budget and are anticipated to be full cost recovery.

In the current FY 2025-26 budget approved by City Council, salary and benefit funds for the Development Engineering Manager in the amount of $216,614 are budgeted and available annually for this position. REY Engineering, Inc. hourly rate for contract Development Engineering Manager is $315/hour. The annual cost for 10 hours estimated administrative work each week for a year is $163,800. Staff has also requested that REY prepare an update to the City's Subdivision Ordinance in the Folsom Municipal Code at a cost of not more than $20,000. This resolution requests approval to transfer $200,000 from engineering salary and benefit savings to execute a one-year contract with REY Engineering, Inc for a not-to-exceed amount of $200,000 for supplemental contract staff services as outlined herein.

The cost of baseline development engineering staffing and supplemental contract consultant services is primarily offset by revenue generated by Engineering Plan Check and Inspection Fees adopted by City Council Resolution. There are some services provided by the engineering staff that do not have a corresponding fee or revenue source (e.g., public record requests, public inquiries, certain enforcement services, surveying and mapping of City owned property).

The General Fund (Fund 010) Engineering Division salary and benefit appropriation is established by City Council budget authorization. In the current FY 2025-26 budget, salary and

benefit funds for the Development Engineering Manager in the amount of $216,614 are budgeted and available annually with incremental adjustments. This Resolution authorizes the transfer of $200,000 from appropriated engineering division salary and benefit cost savings to support part-time contract staffing for the Development Engineering Manager for one year with REY Engineering, Inc up to a not to exceed amount of $200,000.

FINANCIAL IMPACT

If approved, the contract with REY Engineering, Inc. would be approved for an amount not to exceed $200,000. Adequate funding is available within the General Fund (Fund 010) to support this expenditure. The cost of the agreement will be fully offset by salary and benefit savings resulting from the vacant Development Engineering Manager position.

ENVIRONMENTAL REVIEW

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) (the Common Sense Exemption) of the CEQA Guidelines.

ATTACHMENT

Resolution No. 11546 - A Resolution Authorizing the City Manager to Execute a Contract with REY Engineering, Inc. for Contract Development Engineering Management Staff Services up to $200,000 utilizing Salary and Benefit Cost Savings from the General Fund (Fund 010)

Submitted,



Pam Johns, Community Development Director

RESOLUTION NO. 11546

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH REY ENGINEERING, INC. FOR CONTRACT DEVELOPMENT ENGINEERING MANAGEMENT STAFF SERVICES UP TO $200,000 UTILIZING SALARY AND BENEFIT COST SAVINGS FROM THE GENERAL FUND (FUND 010)

WHEREAS, the Community Development Department, Engineering Division, has established the need for as-needed outside development engineering staffing, plan check, construction inspection, and on-call surveying services; and

WHEREAS, funds have been appropriated and are available for this purpose in the 2025-2026 fiscal year budget through both salary and benefits and engineering contracts; and

WHEREAS, engineering staff vacancies and recruitment challenges have created the need to consider contract staff services; and

WHEREAS, City Council has appropriated $216,614 for the Development Engineering Manager salary and benefits as part of the FY 2025-26 annual budget; and

WHEREAS, the Development Engineering Manager position has been vacant since September 1, 2025 and after an unsuccessful recruitment for the position, Community Development recommends an alternative part-time contract position with a qualified consultant for a full year; and

WHEREAS, REY Engineering, Inc. is a qualified consultant currently under contract with the City to provide engineering services; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute a contract with REY Engineering, Inc. for contract Development Engineering Management Staff Services up to $200,000 with Salary and Benefit Cost Savings in the General Fund (Fund 010).

PASSED AND ADOPTED this 10th day of February, 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11547 – A Resolution Electing to Participate in and Authorizing the City Manager to Implement the California Uniform Public Construction Cost Accounting Act in Conformance with Public Contract Code 22010
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11547 - A Resolution Electing to Participate in and Authorizing the City Manager to Implement the California Uniform Public Construction Cost Accounting Act in Conformance with Public Contract Code 22010.

BACKGROUND / ISSUE

The California Uniform Public Construction Cost Accounting Act (CUPCCAA) is a voluntary statutory program that provides alternative bidding procedures for public works projects under specified dollar thresholds identified in Public Contract Code 22032 and 22034. By adopting CUPCCAA, the City of Folsom will be authorized to use informal bidding procedures for public works projects up to the statutory limit (currently $220,000 as adjusted every five years by the State Controller), improving efficiency, reducing administrative burden, and increasing flexibility in delivering routine infrastructure maintenance and repair projects such as concrete and asphalt work.

Currently, the City of Folsom is not subject to CUPCCAA and must follow the standard competitive formal bidding procedures for public works projects under the Folsom Municipal Code. These procedures generally require formal bidding for most public works projects, regardless of size, unless another statutory exception applies.

CUPCCAA was enacted to provide local agencies with a uniform and streamlined accounting and bidding framework for smaller public works projects, while maintaining competitive

pricing and transparency. Participation in CUPCCAA is voluntary and requires adoption by City Council resolution and notification to the State Controller's Office. Currently, 303 of the 483 incorporated cities in the state are participating in this voluntary adoption.

POLICY / RULE

Public works contracting and procurement by the City of Folsom is governed by the Folsom Municipal Code Chapters 2.36 and 2.37 and the City's adopted purchasing and contracting policies, which require compliance with the California Public Contract Code and established approval thresholds for the City Council and City Manager. Adoption of CUPCCAA does not alter these local authority limits but provides an alternative bidding framework that may be used within existing City approval authority.

The California Uniform Public Construction Cost Accounting Act (Public Contract Code §§22000–22045) authorizes local agencies to use alternative bidding and accounting procedures for public works projects upon election by resolution of the governing body.

Key provisions include:

- PCC §22030 – Election to participate in CUPCCAA and notice to the State Controller;
- PCC §22032 – Establishment of dollar thresholds for force account, informal bidding, and formal bidding, as adjusted annually by the State Controller;
- PCC §22034 – Informal bidding procedures and award to the lowest responsible bidder;
- PCC §22033 – Prohibition on splitting projects to evade bidding requirements.

Once adopted, CUPCCAA will allow the City to use informal bidding procedures for eligible public works projects up to the statutory limit (currently $220,000), while projects exceeding that amount will continue to require formal competitive bidding.

Requests for Qualifications (RFQs) may be used to establish or update lists of qualified contractors for informal bidding under CUPCCAA. Final award of any public works project shall be based on price competition and awarded to the lowest responsible bidder in accordance with the Public Contract Code.

Recently, the City advertised a Request for Qualifications (RFQ) in accordance with CUPCCAA requirements to establish on-call construction contractor lists by trade. As a result of this outreach, the City received nine Statements of Qualifications (SOQs) from interested contractors. City staff are currently reviewing and evaluating the submitted SOQs to determine qualified contractors for inclusion on the on-call lists. Upon completion of this review, staff will bring an item to City Council in the near future recommending award of on-call construction contracts to the selected contractors, with individual projects to be bid and awarded based on price competition consistent with CUPCCAA informal bidding procedures.

ANALYSIS

Once adopted, CUPCCAA authorizes the City to use the following procedures (based on current Public Contract Code 22032 thresholds:

a) **Public projects up to $75,000**: May be performed by City employees (force account), negotiated contract, or purchase order.
b) **Public projects up to $220,000**: May be awarded using informal bidding procedures, which include solicitation of written bids from a list of qualified contractors.
c) **Public projects exceeding $220,000**: Must be awarded using formal competitive bidding procedures.

The $220,000 threshold is adjusted every five years by the State Controller pursuant to Public Contract Code section 22020.

Informal Bidding Procedures

Under CUPCCAA, informal bidding requires the City to:
- Maintain a list of qualified contractors by trade category.
- Provide notice inviting informal bids to all contractors on the applicable list.
- Award contracts to the lowest responsible bidder.
- Avoid splitting projects to circumvent bidding thresholds.

The City may use a Request for Qualifications (RFQ) process to establish or refresh its contractor lists, provided that final award of each project is based on price competition consistent with CUPCCAA requirements.

Benefits to the City

Adoption of CUPCCAA will:
- Reduce procurement timelines for small and mid-sized public works projects.
- Enhance flexibility in delivering routine infrastructure maintenance.
- Maintain transparency and competition.
- Align the City with common best practices used by peer agencies statewide.

FINANCIAL IMPACT

There is no direct financial impact associated with the adoption of CUPCCAA. The Act provides alternative procurement procedures but does not increase project costs or obligate the City to expend funds beyond those already budgeted for public works projects.

ENVIRONMENTAL REVIEW

The recommended action is not a project as defined by the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15378(b)(5), as it is an administrative action that does not result in a direct or indirect physical change in the environment.

ATTACHMENT

Resolution No. 11547 - A Resolution Electing to Participate in and Authorizing the City Manager to Implement the California Uniform Public Construction Cost Accounting Act in Conformance with Public Contract Code 22010

Submitted,

_____

Rebecca Neves, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 11547

A RESOLUTION ELECTING TO PARTICIPATE IN AND AUTHORIZING THE CITY MANAGER TO IMPLEMENT THE CALIFORNIA UNIFORM PUBLIC CONSTRUCTION COST ACCOUNTING ACT IN CONFORMANCE WITH PUBLIC CONTRACT CODE 22010

WHEREAS, the California Uniform Public Construction Cost Accounting Act (CUPCCAA), Public Contract Code sections 22000 et seq., establishes alternative accounting and bidding procedures for public works projects under specified dollar thresholds; and

WHEREAS, CUPCCAA authorizes public agencies to use informal bidding procedures for qualifying public works projects, thereby improving efficiency while maintaining competition and transparency; and

WHEREAS, participation in CUPCCAA is voluntary and requires adoption of a resolution by the governing body and notification to the State Controller's Office pursuant to Public Contract Code section 22030; and

WHEREAS, adoption of CUPCCAA will allow the City of Folsom to utilize informal bidding procedures for eligible public works projects up to the statutory threshold, as adjusted every five years by the State Controller, while projects exceeding that threshold will continue to require formal competitive bidding; and

WHEREAS, CUPCCAA requires the City to maintain lists of qualified contractors by trade category, provide notice inviting informal bids to contractors on the applicable list, award contracts to the lowest responsible bidder, and avoid splitting projects to circumvent bidding requirements; and

WHEREAS, the City may use a Request for Qualifications (RFQ) process to establish or update contractor lists for informal bidding purposes, provided that final award of individual projects is based on price competition consistent with CUPCCAA; and

WHEREAS, the City Attorney has reviewed the City's proposed participation in the California Uniform Public Construction Cost Accounting Act and has determined that implementation of the Act presents no known legal issues or conflicts with existing law.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom elects to participate in and authorizes the City Manager to implement the California Uniform Public Construction Cost Accounting Act.

PASSED AND ADOPTED this 10th day of February 2026, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):

ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11549 – A Resolution Accepting 2023 and 2025 Growth Funding and 2024 Initial Funding, Citizen's Option for Public Safety (COPS) Grants for the Purchase of Technology, Recruiting/Promotion Services and Equipment to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds in the General Grant Fund (Fund 012)
FROM:	Police Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council pass and adopt Resolution No. 11549 - A Resolution Accepting 2023 and 2025 Growth Funding and 2024 Initial Funding, Citizen's Option for Public Safety (COPS) Grants for the Purchase of Technology, Recruiting/Promotion Services and Equipment to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds in the General Grant Fund (Fund 012)

BACKGROUND / ISSUE

In fiscal year 1996/97 the State of California first enacted the Citizen's Option for Public Safety (COPS) program under Assembly Bill 3229. Under this program, cities and counties receive state funds to augment front-line police services. Grant awards are based on per capita population, with $100,000 being the minimum guaranteed award. The City of Folsom has been awarded funding for fiscal year 2022-23 (growth) of $112,567.56, fiscal year 2023-24 (initial) of $132,933.03, fiscal year 2024-25 (growth) of $138,019.80. These funds were received but mistakenly not approved by council for appropriation.

Government Code Section 30061 requires that these funds shall be appropriated pursuant to a request from the Police Chief or the Chief Administrator of the law enforcement agency that provides police services for the respective city. The request for use of this funding shall specify the front-line law enforcement needs of the requesting entity including the personnel, equipment, and programs that are necessary to meet those needs.

POLICY / RULE

The Citizen's Option for Public Safety program is an on-going state program, but it requires a separate budget appropriation for continued funding. The funds must be used to supplement and not supplant existing local funding for law enforcement services.

ANALYSIS

The Citizen's Option for Public Safety Funds cannot be used for administrative overhead allocations more than 0.5 percent, nor can the allocation be used to fund the costs of any capital project or construction project that does not directly support front-line law enforcement services.

The City of Folsom and the Folsom Police Department are committed to utilizing technology to identify and deter criminals, as well as for administrative purposes like recruiting and promotion. The Folsom Police Department is also committed to acquiring and updating equipment in the department to provide services to the public as well as to be as efficient with staff time as possible.

The Chief of Police requests approval to utilize AB3229 Citizen's Option for Public Safety state funds for FYs 2023-25 in the amount of $383,520.39 for the purchase of technology, recruiting/promotion services and equipment to improve police operations.

FINANCIAL IMPACT

There are no matching requirements for the AB3229 funds and no direct impact on the General Fund. Because COPS Funds are required to be separately appropriated, staff is also requesting an appropriation of $383,520.39 to be added to the police department budget for the FY 2025-26 COPS funding award disbursement received from the County of Sacramento Department of Finance. The appropriation will be made in the FY 2025-26 budget in the Police Department in the General Grant Fund (Fund 012).

ATTACHMENT

Resolution No. 11549- A Resolution Accepting 2023 and 2025 Growth Funding and 2024 Initial Funding, Citizen's Option for Public Safety (COPS) Grants for the Purchase of Technology, Recruiting/Promotion Services and Equipment to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds in the General Grant Fund (Fund 012).

Submitted,

Adam Green, Chief of Police

Attachment 1

RESOLUTION NO. 11549

A RESOLUTION ACCEPTING 2023 AND 2025 GROWTH FUNDING AND 2024 INITIAL FUNDING, CITIZEN'S OPTION FOR PUBLIC SAFETY (COPS) GRANTS FOR THE PURCHASE OF TECHNOLOGY, RECRUITING/PROMOTION SERVICES AND EQUIPMENT TO IMPROVE POLICE OPERATIONS IN ACCORDANCE WITH STATE REQUIREMENTS AND APPROPRIATION OF FUNDS IN THE GENERAL GRANT FUND (FUND 012)

WHEREAS, the State of California enacted the Citizen's Option for Public Safety (COPS) program, under Assembly Bill 3229, to fund front-line law enforcement services; and

WHEREAS, the COPS funding awarded to the City of Folsom for fiscal year 2022-23 (growth) was $112,567.56; fiscal year 2023-24 (initial) was $132,933.03; fiscal year 2024-25 (growth) was $138,019.80 and

WHEREAS, these state funds are separate and apart from the proposed allocations from the City's general fund and an appropriation is needed; and

WHEREAS, the Chief of Police has requested to allocate and appropriate these funds for the purchase of technology, recruiting/promotion services and equipment to improve police operations; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby authorizes the use of the AB3229, Citizen's Option for Public Safety (COPS) state funding in accordance with the request of the Chief of Police to purchase technology, recruiting/promotion services and equipment to improve police operations.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate an additional $383,520.39 as expenditures and as intergovernmental revenue in the General Grant Fund (Fund 012) to the Police Department budget in fiscal year 2025-26.

PASSED AND ADOPTED this 10th day of February 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11550 A Resolution Authorizing the Police Department to Apply for a Cannabis Tax Fund Grant Program Offered by the California Highway Patrol, to Reduce and Mitigate the Impacts of Impaired Driving, Provide DUI Enforcement and Training, and Purchase Police Vehicles
FROM:	Police Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council pass and adopt Resolution No.11550 – A Resolution Authorizing the Police Department to Apply for a Cannabis Tax Fund Grant Program Offered by the California Highway Patrol**,** to Reduce and Mitigate the Impacts of Impaired Driving, Provide DUI Enforcement and Training, and Purchase Police Vehicles

BACKGROUND / ISSUE

Enhancing Road Safety Through Proactive Measures

From 2020 to 2024, Folsom experienced collisions involving impaired drivers, resulting in injuries and fatalities. However, in 2025, thanks to grant-funded proactive saturation patrols and DUI checkpoints, the city saw a **66% decrease in DUI-related traffic collisions**. Officers conducted 212 arrests for driving under the influence during patrol operations and dedicated enforcement efforts. These efforts are part of a broader commitment to ensuring our streets are safe for everyone.

Securing Funding for Future Initiatives

To further these safety goals, the Folsom Police Department seeks to apply for a **State of California grant** from the California Highway Patrol. This funding is crucial and will be used for:

- **DUI checkpoints** and other enforcement activities.
- **Educational presentations** for school groups to promote safe driving.
- **The purchase of specialized equipment** including LIDAR units
- **The acquisition of new police vehicles** to be used for traffic and DUI enforcement.

This grant will allow the police department to continue its proactive approach to road safety, building on the progress already made and ensuring Folsom remains a safe community.

POLICY / RULE

City Council Resolution 8367 states that grant applications, including any requiring an ongoing commitment of resources or staff, shall be reviewed and approved by the City Council prior to submittal.

ANALYSIS

Law Enforcement grants provide financial assistance to allied agencies for the education, prevention, and the enforcement of laws related to driving under the influence of alcohol and other drugs, including cannabis and cannabis products. The intent of these programs is to educate the public regarding the dangers of impaired driving, enforce impaired driving laws on the roadway, and improve the Organization/Agency's effectiveness through training and development of new strategies. Each of these action items will help reduce the number of DUI collisions and hopefully lower the BAC level found during arrests.

FINANCIAL IMPACT

The State of California through the Department of the California Highway Patrol is offering the grant with no local matching funds required. If awarded, staff will return to request the City Council authorize the City Manager to accept the grant award, and also request an increase in revenue estimates and appropriations in the General Grant Fund (Fund 012). Costs would be funded initially through the General Grant Fund (Fund 012) and reimbursed by the State of California, Department of California Highway Patrol.

ATTACHMENT

1. Resolution No. 11550 – A Resolution Authorizing the Police Department to Apply for a Cannabis Tax Fund Grant Program offered by the California Highway Patrol, to

Reduce and Mitigate the Impacts of Impaired Driving, Provide DUI Enforcement and Training, and Purchase Police Vehicles.

Submitted,

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Adam Green, Chief of Police

RESOLUTION NO. 11550

A RESOLUTION AUTHORIZING THE POLICE DEPARTMENT TO APPLY FOR A CANNABIS TAX FUND GRANT PROGRAM OFFERED BY THE CALIFORNIA HIGHWAY PATROL, TO REDUCE AND MITIGATE THE IMPACTS OF IMPAIRED DRIVING, PROVIDE DUI ENFORCEMENT AND TRAINING, AND PURCHASE POLICE VEHICLES

WHEREAS, the City of Folsom Police Department is requesting the City Council authorize the Police Department to apply for a Cannabis Tax Fund Grant program for the period of July 1, 2026, through June 30, 2027, from the State of California, Department of California Highway Patrol; and,

WHEREAS, selective enforcement of the primary causes of collisions are an effective way to deter motorists would speed, drive while under the influence of alcohol and other drugs, including cannabis and cannabis products, or otherwise drive unsafe, thereby reducing fatal and injury collisions; and,

WHEREAS, the grant monies will be used to reimburse personnel overtime costs associated with selective traffic enforcement and the training of officers in the detection, apprehension and prosecution of impaired drivers; and,

WHEREAS, the grant monies will be used to conduct community outreach programs through school presentations and "Know Your Limits" campaigns; and,

WHEREAS, the grant monies will be used to purchase equipment used for DUI checkpoints, police traffic vehicles and the associated radios and emergency equipment.

WHEREAS, the grant monies require no local matching funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom herby authorizes the Police Department to apply for a Cannabis Tax Fund Grant Program offered by the California Highway Patrol which will provide funding to conduct selective traffic enforcement geared at reducing the number of fatal and injury collisions in the City and provide funding for additional traffic enforcement vehicles.

PASSED AND ADOPTED this 10th day of February 2026, by the following roll call vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11551 A Resolution Authorizing the Police Department to Apply for a Selective Traffic Enforcement Program (STEP) Grant Offered by the State of California Office of Traffic Safety (OTS) to Reduce and Mitigate the Impacts of Impaired Driving, Distracted Driving, Seat Belt Enforcement, and Purchase of Police Vehicles
FROM:	Police Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council pass and adopt Resolution No. 11551 – A Resolution Authorizing the Police Department to apply for a Selective Traffic Enforcement Program (STEP) Grant Program Offered by the State of California Office of Traffic Safety (OTS) to Reduce and Mitigate the Impacts of Impaired Driving, Distracted Driving, Seat Belt Enforcement, and Purchase of Police Vehicles.

BACKGROUND / ISSUE

Enhancing Road Safety Through Proactive Measures

From 2020 to 2024, Folsom experienced collisions involving impaired drivers, resulting in injuries and fatalities. However, in 2025, thanks to grant-funded proactive saturation patrols and DUI checkpoints, the city saw a **66% decrease in DUI-related traffic collisions**. Officers conducted 212 arrests for driving under the influence during patrol operations and dedicated enforcement efforts. These efforts are part of a broader commitment to ensuring our streets are safe for everyone.

In 2025, Folsom experienced 1,534 vehicle collisions, resulting in 549 investigations, 328 people injured and 6 fatalities. In addition to DUI related collisions, unsafe speed continues to represent the highest primary collision factor in these cases, and in 2025, 1,256 citations

were issued for speed. Furthermore, distracted driving continued to present safety concerns in Folsom, and in 2025, 192 citations were issued for distracted driving. These efforts are part of a broader commitment to ensuring our streets are safe for everyone.

Securing Funding for Future Initiatives

To further these safety goals, the Folsom Police Department intends to apply for a **State of California grant** from the Office of Traffic Safety (OTS). This funding is crucial and will be used for:

- **DUI checkpoints** and other enforcement activities
- **Pedestrian and bicycle enforcement**
- **Motorcycle safety enforcement**
- **Traffic safety educational presentations** to promote safe driving
- **The acquisition of two new police motorcycles**

This grant will allow the police department to continue its proactive approach to road safety, building on the progress already made and ensuring Folsom remains a safe community.

POLICY / RULE

City Council Resolution 8367 states that grant applications, including any requiring an ongoing commitment of resources or staff, shall be reviewed and approved by the City Council prior to submittal.

ANALYSIS

Law Enforcement grants provide financial assistance to allied agencies for the education, prevention, and the enforcement of laws related to dangerous driving, including speeding, distracted driving and driving under the influence of alcohol and other drugs. The intent of these programs is to educate the public and enforcement of driving laws on the roadway, to improve the Organization/Agency's effectiveness through training and development of new strategies. Each of these action items will help reduce the number of vehicle collisions.

FINANCIAL IMPACT

The State of California through the Office of Traffic Safety is offering the grant with no local matching funds required. If awarded, staff will return to request the City Council authorize the City Manager to accept the grant award, and also request an increase in revenue estimates and appropriations in the General Grant Fund (Fund 012). Costs would be funded initially through the General Grant Fund (Fund 012) and reimbursed by the State of California, Office of Traffic Safety.

ATTACHMENT

1. Resolution No. 11551 – A Resolution Authorizing the Police Department to Apply for a Selective Traffic Enforcement Program (STEP) Grant offered by the State of California Office of Traffic Safety (OTS) to Reduce and Mitigate the Impacts of Impaired Driving, Distracted Driving, Seat Belt Enforcement, and Purchase of Police Vehicles.

Submitted,

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Adam Green, Chief of Police

RESOLUTION NO. 11551

A RESOLUTION AUTHORIZING THE POLICE DEPARTMENT TO APPLY FOR A SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANT OFFERED BY THE STATE OF CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS) TO REDUCE AND MITIGATE THE IMPACTS OF IMPAIRED DRIVING, DISTRACTED DRIVING, SEAT BELT ENFORCEMENT, AND PURCHASE OF POLICE VEHICLES

WHEREAS, the City of Folsom Police Department is requesting the City Council authorize the Police Department to apply for a Selective Traffic Enforcement Program (STEP) grant for the Period of October 1, 2026, through September 30, 2027, from the State of California, Office of Traffic Safety; and,

WHEREAS, selective enforcement of the primary causes of collisions are an effective way to deter motorists would speed, drive while under the influence of alcohol and other drugs, drive while distracted, or otherwise drive unsafe, thereby reducing fatal and injury collisions; and,

WHEREAS, the grant monies will be used to reimburse personnel overtime costs associated with selective traffic enforcement and the training of officers in the detection, apprehension and prosecution of impaired drivers; and,

WHEREAS, the grant monies will be used to conduct community outreach programs through educational presentations and campaigns; and,

WHEREAS, the grant monies will be used to purchase police motorcycles, including communication radios and associated emergency equipment; and,

WHEREAS, the grant monies require no local matching funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby authorizes the Police Department to apply for a Selective Traffic Enforcement Program (STEP) grant from the State of California, Office of Traffic Safety (OTS), which will provide funding to conduct selective traffic enforcement geared at reducing the number of fatal and injury collisions in the City and additional traffic vehicles.

PASSED AND ADOPTED this 10th day of February 2026, by the following roll call vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Old Business
ITEM TITLE:	Resolution No. 11543 - A Resolution Authorizing the City Manager to Approve an Additional Contingency in the Amount of $2,803,450 from the Water Operating Fund (Fund 520) for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for the Construction of the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds
FROM:	Utilities Department

RECOMMENDATION / CITY COUNCIL ACTION

The Utilities Department recommends that the City Council pass and adopt Resolution No. 11543 – A Resolution Authorizing the City Manager to Approve an Additional Contingency in the Amount of $2,803,450 from the Water Operating Fund (Fund 520) for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for the Construction of the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds.

BACKGROUND / ISSUE

The Utilities Department identifies water infrastructure rehabilitation and replacement projects through water master plans, ongoing water condition assessment programs, and regulatory changes. Through these efforts, portions of the water system have been identified as needing rehabilitation or replacement in order to improve the reliability of the water distribution system. These efforts led to the Utilities Department identifying the Tower Tank Rehabilitation Project as a priority project.

The Tower Tank Rehabilitation Project involves improvements and repairs to five of the City's water storage tanks due to aging infrastructure. The water tanks being rehabilitated include Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2. The work at all five

tanks was scheduled to occur during the low water demand periods (October through April) as identified below:

- East Tank No. 2 - Completed (Fiscal Year 2024-25)
- South Tank - Completed (Fiscal Year 2024-25)
- Tower Tank – Out of service for construction (Fiscal Year 2025-26)
- Foothills Tank No. 1 – In Service and Awaiting Construction (Fiscal Year 2025-26)
- Foothills Tank No. 2 – Out of service for Construction (Fiscal Year 2025-26)

During construction, multiple unforeseen conditions occurred at East Tank No. 2, Tower Tank, and Foothills Tank No. 2. The majority of the unforeseen conditions were related to structural deficiencies and their associated improvements. Structural deficiencies could only be identified once each of the tanks was taken offline and drained, and 30-foot-tall scaffolding erected to allow a licensed structural engineer to perform condition assessment of roof rafters, beams, girders, and connection plates. Photos of the condition of various structural components for each of the tanks listed above can be seen in Attachment No. 3. The project has also been impacted by site constraints, utilities, electrical improvements, property owner constraints, rock removal and other ancillary items.

Foothills Tank No. 1 was originally scheduled to be completed in the Spring of 2026, but due to the other deficiencies identified at Foothills Tank No. 2, this work is now proposed to be completed later this year. The City has not been able to inspect Foothills Tank No. 1 because this tank needs to remain in-service to meet water demands while other tanks are out of service. Since Foothills Tank No. 1 is two years older than Foothills Tank No. 2, the project team anticipates that the additional unforeseen structural rehabilitation work at Foothills Tank No. 1 will be similar to that identified at Foothills Tank No. 2.

The additional work identified at each tank location is impacting both the project completion schedule and costs. The authorized contingency of 15% approved by City Council through Resolution No. 11246 will be exceeded and additional contingency will be required.

This Resolution will authorize the City Manager to approve an additional contingency in the amount of $2,803,450 from the Water Operating Fund (Fund 520) for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for the construction of the Tower Tank Rehabilitation Project (Project WA 2402) and Appropriation of Funds.

POLICY / RULE

Section 2.36.120 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of $77,426 or greater shall be awarded by the City Council.

ANALYSIS

During construction upgrades of East Tank, Tower Tank and Foothills Tank No. 2, additional work has been identified that will exceed the authorized contingency of 15% approved by City Council

through Resolution No. 11246. The majority of the unforeseen conditions are related to structural deficiencies and the necessary improvements to fix these deficiencies to extend the serviceable life of each of the tanks. Other impacts such as site constraints, utilities, electrical improvements, property owner constraints, rock removal and other ancillary items, including the cost impact to the overall project, are listed below by tank.

East Tank No. 2 (total approximate extra cost of $20,000)

- Interior overflow structure modifications (approximate extra cost of $12,500).
- Rock removal during trenching with inadequate site access for industry standard rock removal equipment (approximately extra cost of $6,200).
- Flushing connection modifications (approximate extra cost of $500).

Tower Tank (total approximate extra cost of $500,000)

- Site constraints, utility and property owner constraints, as well as additional SMUD requirements for installing permanent power to the Tower Tank site during construction (anticipated not-to-exceed cost is $250,000).
- Structural Modifications (approximate extra cost of $223,000).
    - Replacement of additional 23 rafters (approximate extra cost of $200,000).
    - Removal of 282 flat bars (approximate extra cost of $43,000).
    - Removal of Bid Item No. 12 - Replacement of twenty (20) rafter braces (approximate credit of $69,000).
    - Install 439 rafter braces (approximate extra cost of $380,000).
        - Due to the significant difference in bid quantity versus actual quantity during construction, Bid Item No. 12 was renegotiated at a lower cost per the City's General Provisions.
    - Due to the change in character of work and schedule constraints for placing the tank back in service to meet water demands and maintain water reliability, Bid Item No. 13 was renegotiated as identified below:
        - Deletion of seal welding and required materials (approximate credit of $360,000).
        - Installation of interior roof joint sealing material (approximate extra cost of $21,000).
    - Straightening of the northside W16 Girder (approximate extra cost of $8,000).
- Other anticipated ancillary work such as rock removal, tank electrical, etc. (approximate extra cost of $27,000).

Foothills Tank No. 2 (total approximate extra cost of $1,450,000)

- Replacement of 60 of 64 outer rafters (94%) (approximate extra cost of $496,800).
- Replacement of 21 of 32 inner rafters (66%) (approximate extra cost of $126,000).
- Blasting and Coating all steel above the water-line (approximate extra cost of $252,000).
- Installation of 376 braces (approximate extra cost of $300,800).
- Rehabilitation of 6 of the 7 girders (approximate extra cost of $21,000).
- Replace center cone support with halo (approximate extra cost of $59,600).

- Full dance floor scaffolding (approximate extra cost of $130,000).
- Interior spot repair below the waterline (approximate extra cost of $30,000).
- Other ancillary work (approximate extra cost of $33,800).

Rehabilitation work on East Tank and South Tank was completed in Fiscal Year 2024-25. Tower Tank and Foothills Tank No. 2 are currently out of service for construction, and Foothills Tank No. 1 is in service awaiting construction and the completion of work at Foothills Tank No. 2. As work on the tanks cannot be performed during the summer months due to peak water demands, the contract documents require the contractor to complete work on Foothills Tank No. 1 and Foothills Tank No. 2 by April 15, 2026, and Tower Tank by May 1, 2026. Due to the amount of extra work recommended by the structural engineer to maintain the structural integrity of the tanks, the contractor will not able to meet the deadline for Foothills Tank No. 1 by April 15, 2026 and will need to return during the next low demand water period starting on October 16, 2026 to complete the work for Foothills Tank No. 1.

Given that Foothills Tank No. 1 is two years older than Foothills Tank No. 2, the project team anticipates that additional unforeseen rehabilitation work and associated costs for Foothills Tank No. 1 will be similar or more than that required for Foothills Tank No. 2. City staff have outlined the cost impacts below:

<u>Foothills Tank No. 1 (total approximate extra cost of $1,550,000)</u>

- Anticipate replacement of 64 of 64 outer rafters (100%) (approximate extra cost of $529,920).
- Anticipate replacement of 26 of 32 inner rafters (81%) (approximate extra cost of $156,000).
- Anticipate blasting and coating all steel above the water-line (approximate extra cost of $252,000).
- Anticipate installing 376 braces (approximate extra cost of $300,800).
- Anticipate rehabilitating all 7 girders (approximate extra cost of $25,000).
- Replace center cone support with halo (approximate extra cost of $59,600).
- Full dance floor scaffolding (approximate extra cost of $130,000).
- Interior spot repair below the waterline (approximate extra cost of $30,000).
- Interior/Exterior overflow modification (approximate extra cost of $21,760).
- Exterior center vent rehabilitation (approximate extra cost of $25,000).
- Other ancillary work (approximate extra cost of $19,920).

The additional unforeseen rehabilitation work already identified on Foothills Tank No.2, East Tank No. 2, and Tower Tank totals approximately $1,970,000 which exceeds the 15% contingency of $716,550 authorized by City Council through Resolution No. 11246. It is estimated that an additional contingency in the amount of $1,550,000 will be required to complete work on Foothills Tank No. 1 for a total change in extra work amount of $3,520,000 above the original contract amount of $4,777,000 that was approved by City Council on August 27, 2024, through Resolution No. 11246.

City staff is requesting authorization for approval of an additional contingency for the project in the amount of $2,803,450 above the original $716,550 contingency funds approved by City Council for a revised not-to-exceed contingency amount of $3,520,000.

This Resolution will authorize the City Manager to approve an additional contingency in the amount of $2,803,450 from the Water Operating Fund (Fund 520) for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for the construction of the Tower Tank Rehabilitation Project (Project WA 2402) and Appropriation of Funds.

FINANCIAL IMPACT

On August 27th, 2024, through Resolution No. 11246, City Council authorized the City Manager to execute an agreement with Euro Style Management for the construction of the Tower Tank Rehabilitation Project (WA 2402) in the amount of $4,777,000 with a total project budget for this agreement in the amount of $5,493,550 which included a 15% contingency in the amount of $716,550.

The Utilities Department recommends that the contingency amount budgeted for this agreement be increased by an additional $2,803,450 above the original $716,550 for a new total contingency in the amount of $3,520,000. This request will result in a new total not-to-exceed construction budget in the amount of $8,297,000.

Project costs expended and encumbered to date include design, advertisement, Community Department Building permit fees, construction administration services, construction management services, inspection services and construction, totaling approximately $6,573,657. An appropriation is therefore needed for additional construction costs, and staff is requesting an appropriation of $2,803,450 in the Water Operating Fund (Fund 520) for an updated total project budget of $9,377,107. Sufficient funds are available in the Water Operating Fund (Fund 520) for the appropriation.

ENVIRONMENTAL REVIEW

This project is replacement and/or improvement of existing infrastructure with negligible or no expansion of use and therefore is categorically exempt from environmental review under the California Environmental Quality Act as noted in Title 14 – California Code of Regulations, Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act, Article 19 – Categorical Exceptions, Section 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction).

ATTACHMENTS

1. Resolution No. 11543 – A Resolution Authorizing the City Manager to Approve an Additional Contingency in the Amount of $2,803,450 from the Water Operating Fund (Fund 520) for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for the Construction of the Tower Tank Rehabilitation Project (Project WA 2402) and Appropriation of Funds

2. Tower Tank Rehabilitation Project Map
3. Water Storage Tank Photos
4. Structural Inspection Reports (Tower Tank and Foothills Tank No. 2)

Submitted,

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Marcus Yasutake, Director
UTILITIES DEPARTMENT

Attachment 1

RESOLUTION NO. 11543

A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPROVE AN ADDITIONAL CONTINGENCY IN THE AMOUNT OF $2,803,450 FROM THE WATER OPERATING FUND (FUND 520) FOR THE AGREEMENT (CONTRACT NO. 174-21 24-052) WITH EURO STYLE MANAGEMENT FOR THE CONSTRUCTION OF THE TOWER TANK REHABILITATION PROJECT (PROJECT WA2402) AND APPROPRIATION OF FUNDS

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

WHEREAS, the rehabilitation work identified to enhance the City's water distribution system and to continue to provide reliable water service to the City includes rehabilitating Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2; and

WHEREAS, on August 27, 2024, through Resolution No. 11246, the City Council approved awarding a contract to Euro Style Management in the amount of $4,777,000 with the budgeted amount to include a 15% contingency of $716,550 for a total not-to-exceed amount of $5,493,550 for the construction of the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds; and

WHEREAS, the Utilities Department is requesting authorization for approval of an additional contingency for the project in the amount of $2,803,450 above the original $716,550 contingency funds approved by City Council for a revised not-to-exceed contingency amount of $3,520,000; and

WHEREAS, this request will increase the construction budget by $2,803,450 for a total not-to-exceed construction budget in the amount of $8,297,000; and

WHEREAS, sufficient funds are available in the Water Operating Fund (Fund 520), however an appropriation in the amount of $2,803,450 is needed for the project, increasing the overall project budget from $6,573,657 to $9,377,107; 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 approve an additional contingency in the amount of $2,803,450 from the Water Operating Fund (Fund 520) for the agreement with Euro Style Management for the construction of the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds for an amount of $2,803,450 for a total not-to-exceed construction budget of $8,297,000; and

BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate $2,803,450 for this agreement. The appropriation will be from the Water Operating Fund (Fund 520) fund balance in the amount of $2,803,450.

PASSED AND ADOPTED this 10th day of February, 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

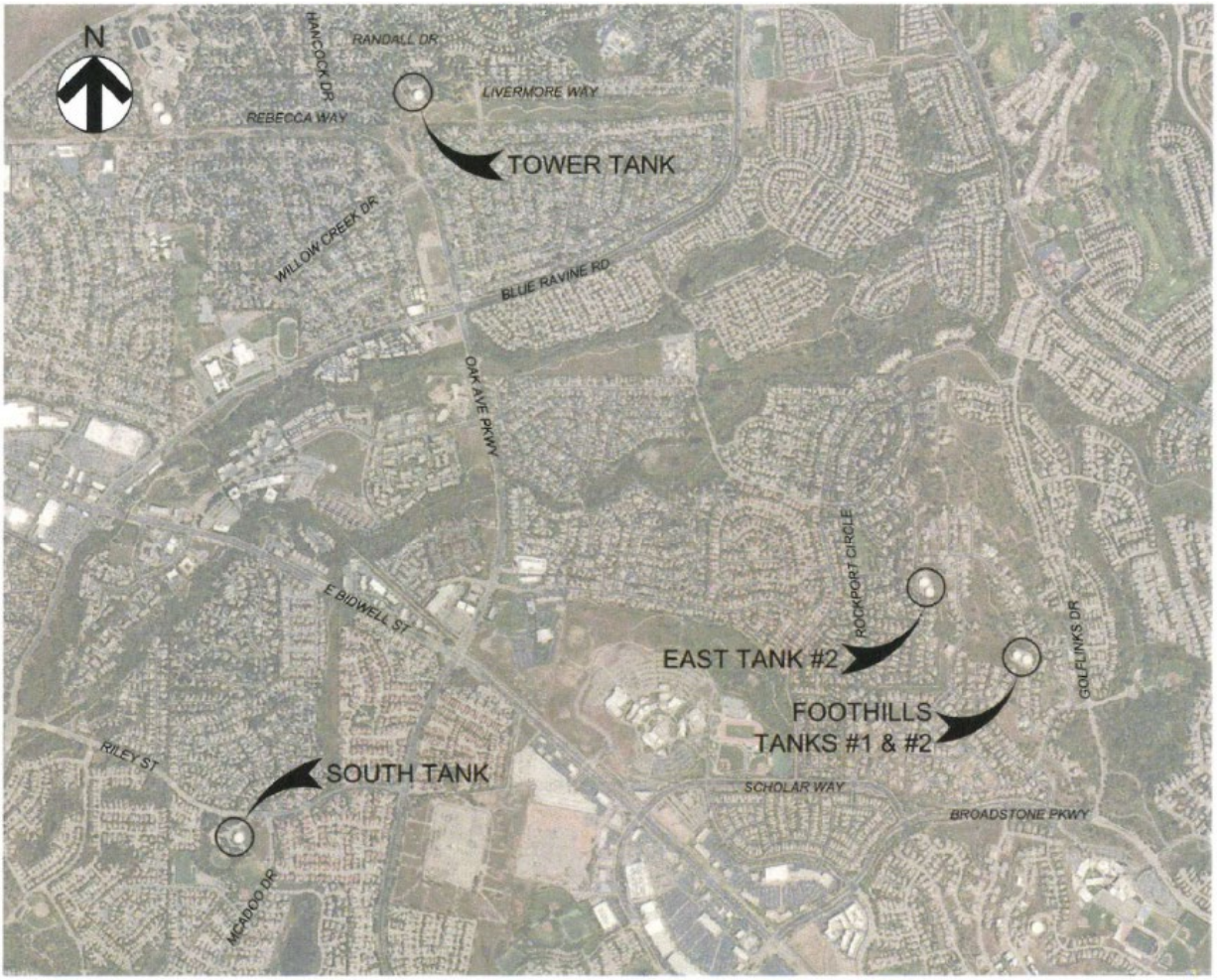
ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

ATTACHMENT 2

TOWER TANK REHABILITATION PROJECT MAP



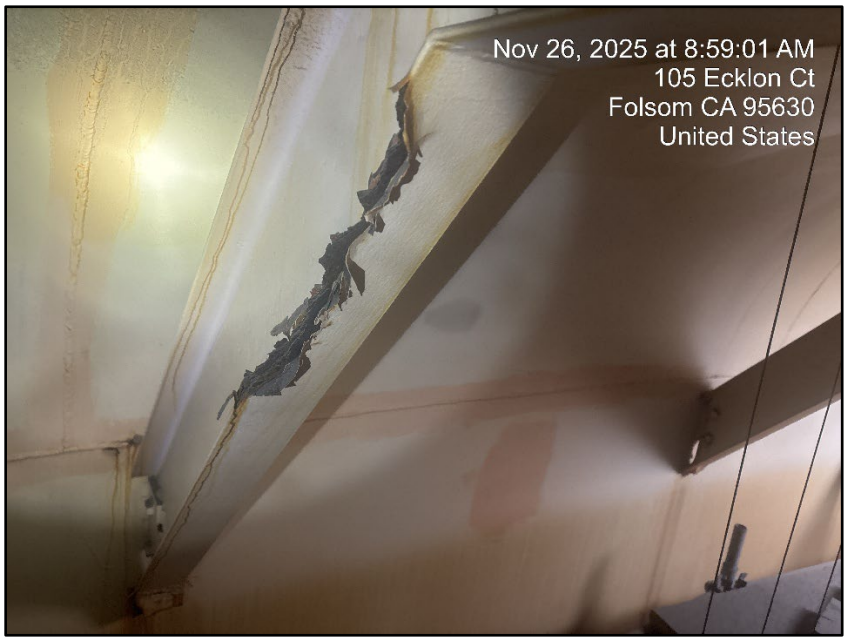
LOCATION MAP
NTS

Attachment 3

ATTACHMENT 3

WATER STORAGE TANK PHOTOS

1. Photo No. 1 – Tower Tank steel rafter cantilever leg bottom showing bottom flange deterioration, corrosion and paint coating failure



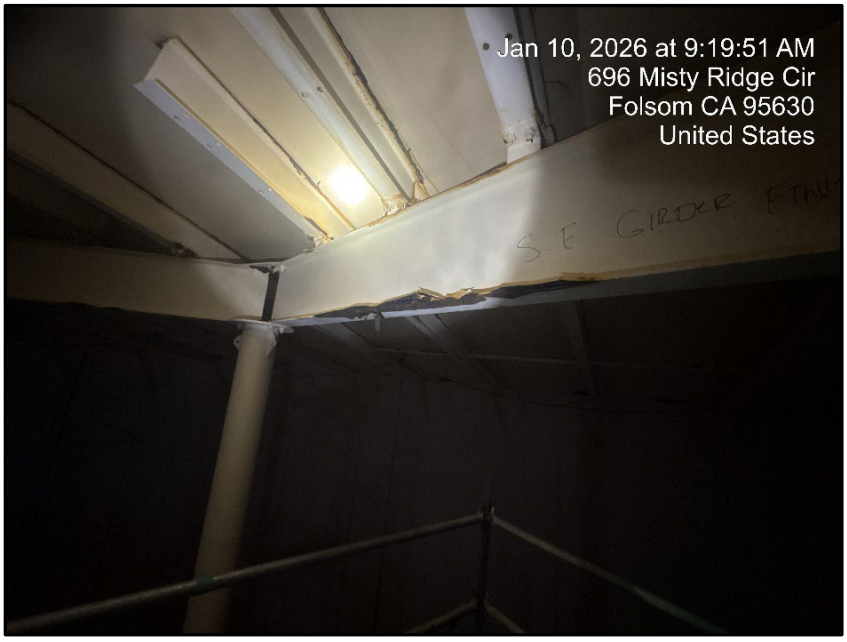
2. Photo No. 2 – Tower Tank steel rafter top flange deterioration and corrosion (top flange compromised for length of orange paint shown along the web of the steel I-beam)



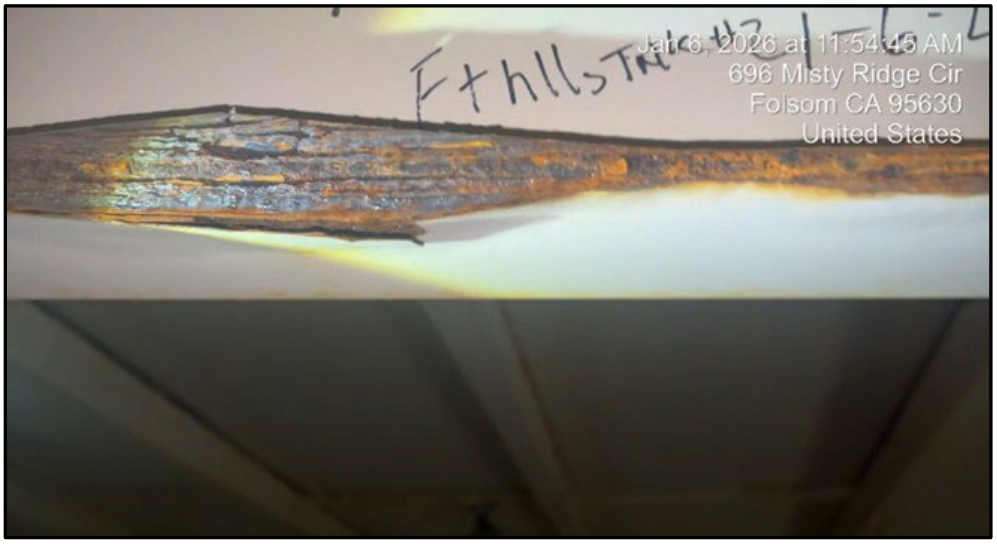
3. Photo No. 3 – Tower Tank steel rafter after removal from Tower Tank showing top flange corrosion and loss of steel material



4. Photo No. 4 – Foothills No. 2 south-east steel girder bottom flange damage and loss of material (4-Ft in length)



5. Photo No. 5 – Foothills No. 2 northern steel girder bottom flange showing deterioration, corrosion and loss of steel material



6. Photo No. 6 – Foothills No. 2 – steel rafter bottom flange deterioration and corrosion (various locations)



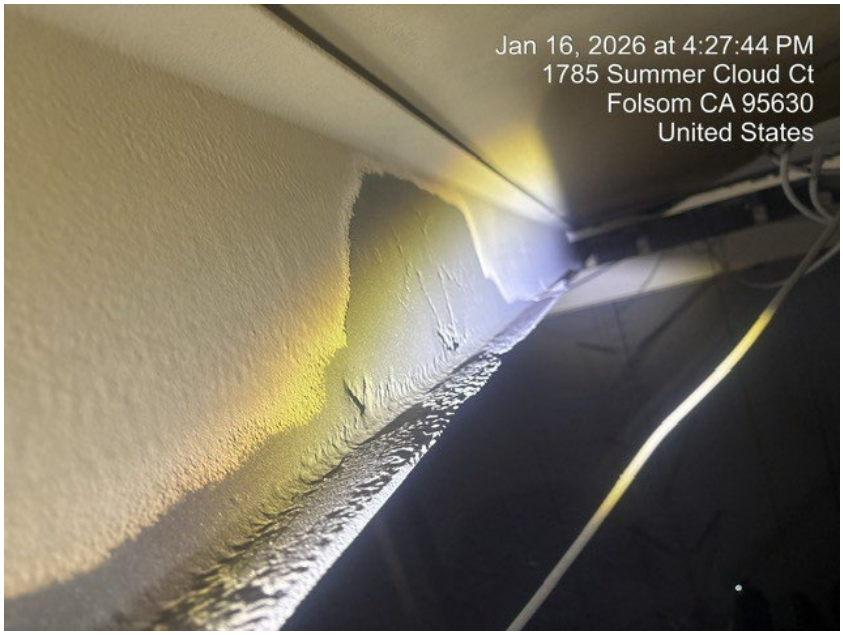
7. Photo No. 7 – Foothills Tank No. 2 rafter end at crows nest (center support) showing loss of coating, corrosion and loss of steel material



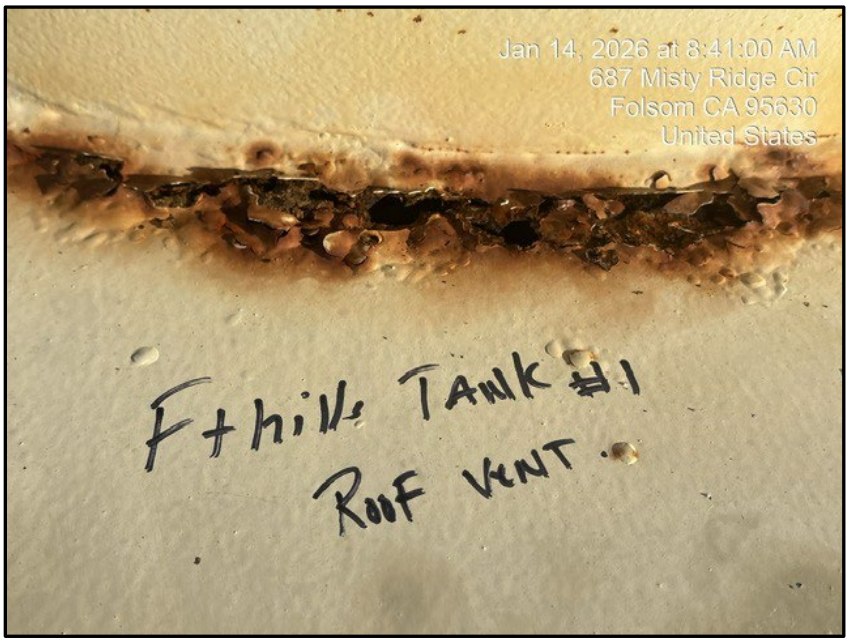
8. Photo No. 8 – Significant rafter deterioration and loss of material showing pitting and corrosion and loss of paint coating.



9. Photo No. 9 – Foothills Tank No. 1 rafter bottom flange corrosion



10. Photo No. 10 – Foothills Tank No. 1 roof vent corrosion and loss of steel material



Attachment 4

Construction Observation Log

VE SOLUTIONS

To: JP Davis

From: Brad Friederichs

Date: 12/15/2025

Project: Folsom Tower Tank Rehabilitation

Present: Alex (GC), Jesse (WYA)

Project No.: 24001

Project Status:

Observe blasted areas of corroded areas on beams. Prepare a count and mark damaged beams.

Directions:

1. 46 beams in the outer ring and 9 beams in the inner ring are damaged and need to be replaced.
2. Remove all existing flat strap bracing including grinding and removing welded piece on top of the flange at existing beams to remain.
3. All beams including existing beams to have ¾" diameter rod bracing at 6 ft cc max on each side of the beam. Weld the rod to the beam web with a butt weld. Rod to be placed no more than 1" below the top flange.
4. The beams framing into the center column are severely corroded. Repair involves design and construction of a new 7 ft diameter center cone detail as stated in plan detail 4/S300. This is a design-build item. The contractor will design a new cone and submit details for review.
5. The seams of the roof plates overlap approximately 2". In some areas, the overlapped plates have spread due to layup issues during construction or the pressure of corrosion in the joint. For all joints, clean surfaces and paint inside the joint as much as possible. Apply Sika 1A in lieu of seam welding to any remaining gap. This does not negatively impact the structural integrity of the tank roof.
6. The existing W16 girder on the north side of the tank is twisted on one end. Disconnect the roof beams (provide temporary support) and straighten the beam as much as is feasible. Install ¼" plate stiffeners at the end. Reattach the roof beams to the girder by bolting or welding.

PO Box 2592 • Carmichael, CA 95609-2592 • e-mail: bradf@vesolutions.net

Construction observation services are for the purpose of project administration, observation and investigation of specific aspects of the project. They do not relieve the contractor of its responsibilities of performing the work in accordance with the plans and specifications. They do not include supervision or direction of the means, methods or actual work of the contractor or responsibility for jobsite safety.

VE SOLUTIONS, INC.

January 18, 2026

Mr. JP Davis
West Yost & Associates
2020 Research Park Dr., Ste 100
Davis, CA 95618

RE: Foothills Tank No. 2 – Detailed Roof Structural Inspection Report

PURPOSE AND SCOPE

This report presents the findings of a comprehensive structural inspection conducted on January 16, 2026, to evaluate the condition of the roof framing system for Foothills Tank No. 2 in Folsom, California. The inspection focused on assessing the extent and severity of corrosion damage to structural steel members and identifying necessary repairs to maintain the structural integrity in accordance with the California Building Code.

FACILITY DESCRIPTION

The tank roof structure consists of a radial beam and circumferential girder support system with a central steel cone support (commonly referred to as a "crows nest"). The structural configuration includes:

• 32 radial W8×10 steel beams at the inner radius
• 64 radial W8×10 steel beams at the outer radius
• 7 circumferential W16×26 steel girders providing support
• Central inverted plate steel cone column supported structure

INSPECTION FINDINGS

1. Radial Beams (W8×10)

Significant corrosion damage was observed on a substantial number of the radial beams. A total of approximately 61 beams exhibit deterioration beyond economical repair and require complete replacement:

• 19 of 32 beams at the inner ring (59%)
• 42 of 64 beams at the outer ring (66%)

The corrosion pattern and paint failure characteristics suggest the deterioration resulted from inadequate surface preparation and/or inappropriate coating materials during the original construction. Evidence indicates the following contributing factors:

• Insufficient mechanical preparation (cleaning/abrasion) of steel surfaces prior to coating

• Poor adhesion between primer and steel substrate, evidenced by widespread delamination
• Potential use of water-based primer incompatible with the service environment

The flanges show the most severe section loss, compromising the beams' flexural capacity. Photographic documentation (see attached images) clearly shows advanced corrosion with significant metal loss on the flanges.

Recommendation: Replace all 61 deteriorated beams with new W8×10 sections. Ensure proper surface preparation per SSPC-SP standards and specify appropriate coating systems for potable water tank interiors. Paint all new and existing structural steel and roof plates above the water line.

Additional Structural Deficiency: The existing lateral bracing configuration for the top (compression) flanges is inadequate. Currently, only one top flange brace per beam provides support at approximately 16-foot spacing, which exceeds recommended limits for compression flange stability. This deficiency increases the risk of lateral-torsional buckling under design loads.

Recommendation: Install ¾-inch diameter steel rod bracing at 6-foot centers near the top flanges, similar to the bracing configuration implemented at Tower Tank. This modification will provide adequate lateral support in accordance with the CBC.

2. Circumferential Girders (W16×26)

Six of the seven W16×26 circumferential girders exhibit localized corrosion damage requiring structural repair (see attached images). The majority of deterioration occurs on the bottom (tension) flanges, with the damage concentrated in discrete areas rather than distributed along the full member length.

Repair Strategy: Cover plate reinforcement provides the most practical and economical solution for restoring the lost section capacity. The specific repair requirements vary based on damage location relative to the support points:

For damage located within the outer quarter-points of the span (areas of high shear, lower moment):

• Repair required when flange area loss exceeds 20%
• Install 3/8-inch × 6-inch steel cover plates
• Extend plates minimum 12 inches beyond damaged area each direction
• Fillet weld plates to both sides of bottom flange and across the end per AWS D1.1 standards

For damage located in the middle half of the span (area of maximum moment):

• Repair required when flange area loss exceeds 5%
• Install 3/8-inch × 6-inch steel cover plates using same detailing as above

These repair thresholds are based on CBC provisions for section loss and ensure adequate structural capacity with appropriate safety factors maintained.

3. Center Column Support System

Multiple beam webs at the central support exhibit corrosion damage requiring reinforcement (see attached images). Many of these deficiencies will be addressed through the replacement of deteriorated radial beams as previously described. For beams being retained in place with damaged web connections, vertical stiffener plates will be required to restore shear transfer capacity at the support.

Design Deficiency: The existing "crows nest" center support consists of an inverted plate steel cone structure positioned directly below the roof vent opening. It is supported by a single steel column. This configuration creates a significant operational problem: the enclosed cone limits adequate air circulation into and out of the tank interior. Limited air exchange occurs only through the narrow gaps between radial beams, resulting in poor ventilation that likely contributed to the accelerated corrosion observed throughout the structure.

Optional Recommendation: Replace the existing solid cone structure with an open "halo beam" support system (see attached images). This would consist of a circular steel beam supported by radial columns, allowing unrestricted air flow while maintaining equivalent structural support for the radial beams. This modification will:

- Significantly improve air circulation and ventilation
- Reduce moisture accumulation on steel surfaces
- Extend the service life of protective coatings
- Minimize future corrosion and maintenance requirements

CONCLUSIONS AND RECOMMENDATIONS

The inspection has identified substantial structural deterioration requiring comprehensive repair to maintain in order for the structure to comply with the CBC. The primary findings and recommended actions include:

1. Replace 61 corroded radial beams (19 inner ring, 42 outer ring) with new W8×10 sections
2. Install supplemental top flange bracing at 6-foot centers on all radial beams
3. Repair six deteriorated circumferential girders using welded cover plates
4. Reinforce corroded beam web connections at center support with vertical stiffeners
5. Optional: Replace solid cone center support with open halo beam system to improve ventilation

If the City elects to proceed with these repairs, VE Solutions Inc. will prepare details showing proper installation procedures, material requirements, welding details, and quality control provisions. The work that involves replacement in-kind will not be detailed but only stated in a document. These documents will provide the contractor with clear technical direction to execute the work in accordance with the CBC.

Please contact me if you have questions regarding these findings or require additional information to support project planning and budgeting decisions.

Sincerely yours,



Brad Friederichs, P.E.
California License No. S2780

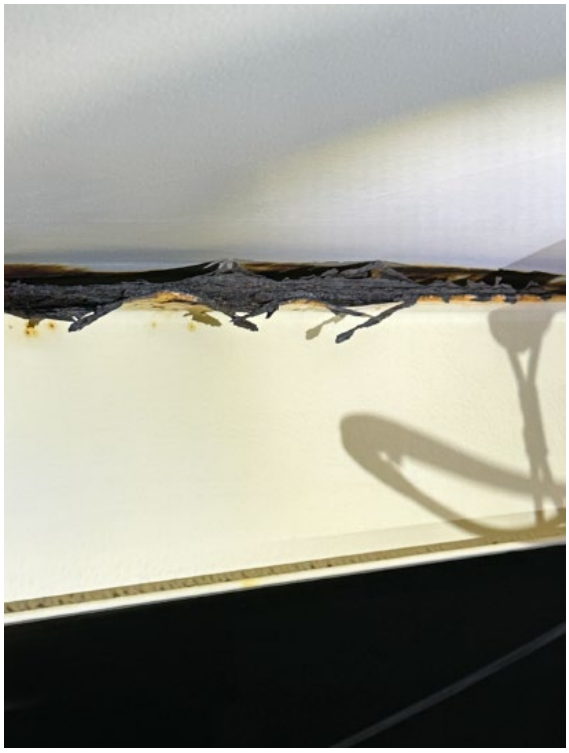
Attachments: Photographic documentation of observed conditions

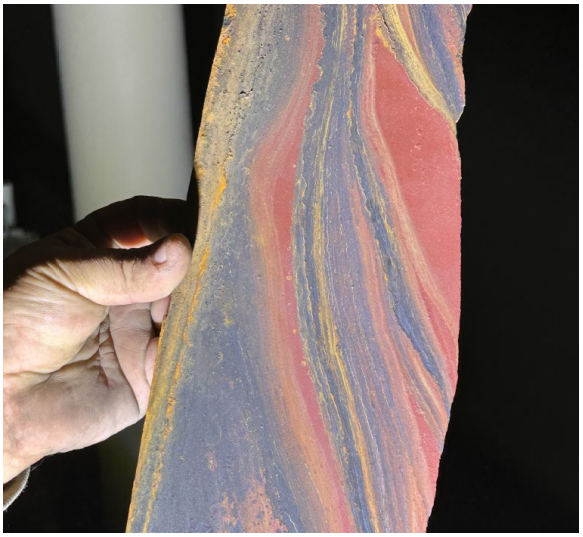
SITE PHOTOGRAPHS

1/16/2026



W8x10 Beam Deterioration





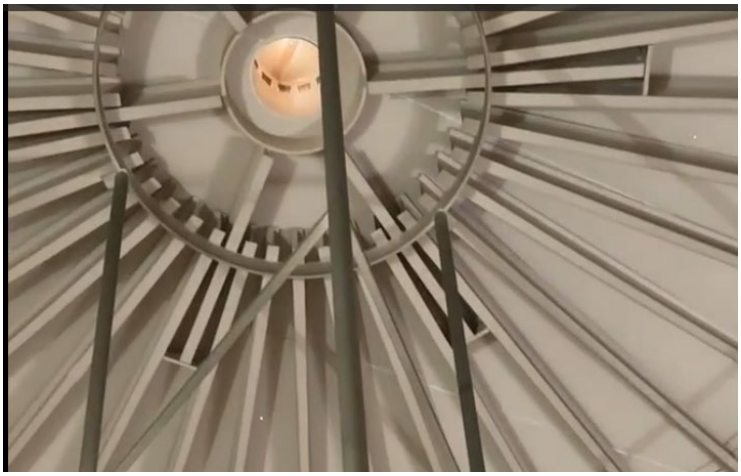
W8x10 Top Flange CorrosionPaint Showing Primer Debonded from Steel



W16x26 Girder Flange Corrosion



W8 Beam at Center Support



New Halo Type Support

VE SOLUTIONS, INC.

February 3, 2026

Mr. JP Davis
West Yost & Associates
2020 Research Park Dr., Ste 100
Davis, CA 95618

RE: Foothills Tank No. 2 – Supplemental Roof Structural Inspection Report

SUPPLEMENTAL INSPECTION FINDINGS

On January 31,2026 it was requested that I do another inspection since the contractor had installed scaffolding inside the tank and was able to sand blast the areas that we previously observed from a distance. As well the sand blasting removed paint that was restricting observation of the corrosion damage to the beams. The additional blasting revealed more extensive corrosion of the structural roof beams in comparison to what was seen on previous site visit.

As a result, a total of 81 beams W8 roof beams exhibit deterioration that is beyond economical repair and require complete replacement:

The total beam replacement is:

- 21 of 32 beams at the inner ring (66%)
- 60 of 64 beams at the inner ring (94%)

The damaged beams to be replaced have been marked with green tape.

All of the other recommendations of the previous report are in effect and still valid.

Sincerely yours,

Brad Friederichs, P.E.
California License No. S2780

REGISTERED PROFESSIONAL ENGINEER
BRADLEY ALAN FRIEDERICHS
S2780
STRUCTURAL
STATE OF CALIFORNIA

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Old Business
ITEM TITLE:	Resolution No. 11544 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-039) with West Yost & Associates, Inc. for $583,399 from the Water Operating Fund (Fund 520) for Additional Construction Management and Inspection Services for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds
FROM:	Utilities Department

RECOMMENDATION / CITY COUNCIL ACTION

The Utilities Department recommends that the City Council pass and adopt Resolution No. 11544 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-039) with West Yost & Associates, Inc. for $583,399 from the Water Operating Fund (Fund 520) for Additional Construction Management and Inspection Services for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds.

BACKGROUND / ISSUE

The Utilities Department identifies water infrastructure rehabilitation and replacement projects through water master plans, ongoing water condition assessment programs, and regulatory changes. Through these efforts, portions of the water system have been identified as needing rehabilitation or replacement in order to improve the reliability of the water distribution system. These efforts led to the Utilities Department identifying the Tower Tank Rehabilitation Project as a priority project.

The Tower Tank Rehabilitation Project involves improvements and repairs to five of the City's water storage tanks due to aging infrastructure. The water tanks being rehabilitated include Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2. The work at all five

tanks was scheduled to occur during the low water demand periods (October through April) as identified below:

- East Tank No. 2 – Completed (Fiscal Year 2024-25)
- South Tank – Completed (Fiscal Year 2024-25)
- Tower Tank – Out of service for construction (Fiscal Year 2025-26)
- Foothills Tank No. 1 – In Service and Awaiting Construction (Fiscal Year 2025-26)
- Foothills Tank No. 2 – Out of service for Construction (Fiscal Year 2025-26)

During construction, multiple unforeseen conditions occurred at East Tank No. 2, Tower Tank, and Foothills Tank No. 2. The majority of the unforeseen conditions were related to structural deficiencies and their associated improvements. Structural deficiencies could only be identified once each of the tanks was taken offline and drained, and 30-foot-tall scaffolding erected to allow a licensed structural engineer to perform condition assessment of roof rafters, beams, girders, and connection plates. Photos of the condition of various structural components for each of the tanks listed above can be seen in Attachment No. 3. The project has also been impacted by site constraints, utilities, electrical improvements, property owner constraints, rock removal, and other ancillary items.

Foothills Tank No. 1 was originally scheduled to be completed in the Spring of 2026, but due to the other deficiencies identified at Foothills Tank No. 2, this work is now proposed to be completed later this year. The City has not been able to inspect Foothills Tank No. 1 because this tank needs to remain in-service to meet water demands while other tanks are out of service. Since Foothills Tank No. 1 is two years older than Foothills Tank No. 2, the project team anticipates that the additional unforeseen structural rehabilitation work at Foothills Tank No. 1 will be similar to that identified at Foothills Tank No. 2.

Additional effort by West Yost & Associates, Inc. related to construction management and inspection services as identified in Amendment No. 1 includes project coordination, project management, and additional construction inspection for Tower Tank, Foothills Tank No. 1, and Foothills Tank No. 2.

This Resolution will authorize the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-039) with West Yost & Associates, Inc. for $583,399 from the Water Operating Fund (Fund 520) for additional construction management and inspection services for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds.

POLICY / RULE

Section 2.36.120 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value or $77,426 or greater shall be awarded by the City Council.

ANALYSIS

In October 2024, the City of Folsom entered into an agreement with West Yost & Associates, Inc. to provide construction management and inspection services for the Tower Tank Rehabilitation Project for a not-to-exceed amount of $549,734. This initial work included project management during construction, inspection services, submittal management, responses to Requests for Information (RFI), construction meetings, progress payment reviews, etc. West Yost & Associates, Inc. is currently providing construction management and inspection services for the Tower Tank Rehabilitation Project.

Due to the various unforeseen site conditions as described in the Background Section, the schedule for construction management and inspection services will need to be extended from April 2026 to January 2027. Additional construction management and inspection services recommended to be provided by West Yost & Associates, Inc. as part of the Tower Tank Rehabilitation Project include the following:

- Project management and resident engineer services:
    - Coordination of additional submittals and Requests for Information (RFIs).
    - Coordination of additional Construction Change Directives (CCD) and Change Orders.
- Construction inspection including overtime and weekend work for additional improvements to Tower Tank (to be completed by May 1, 2026) and Foothills Tank No. 2 (to be completed by April 15, 2026).
- Construction inspection for improvements to Foothills Tank No. 1 (to be completed by January 2027).
- Special inspections for coatings and welding.
- Structural inspection for Foothills Tank No. 1.
- Coordination and construction inspection for SMUD electrical improvements at Tower Tank.
- Preparation of Tank Reports to comply with State regulations.

The total cost to provide additional construction management and inspection services by West Yost & Associates, Inc. as part of the Tower Tank Rehabilitation Project is $583,399. This resolution will authorize the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-039) with West Yost & Associates, Inc. for additional construction management and inspection services for the Tower Tank Rehabilitation Project for a new not-to-exceed amount of $1,045,565 and appropriation of funds.

FINANCIAL IMPACT

The City Council approved Resolution No. 11243 on August 27, 2024 in the amount of $549,734 for construction management and inspection services for the Tower Tank Rehabilitation Project (WA2402).

The Utilities Department recommends that Amendment No. 1 to the agreement (Contract No. 173-21 24-039) for additional Construction Management and Inspection Services be executed with

West Yost & Associates, Inc. for an additional $583,399 for a new not-to-exceed contract total of $1,133,133. The project budget will require an appropriation in the amount of $583,399 for this amendment. Assuming adoption of Resolution No. 11543 for an Additional Contingency for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for construction on the same project (WA2402), which is being presented to City Council at the same meeting on February 10, 2026, this will bring the total project budget from $9,377,107 to $9,960,506. Sufficient funds are available in the Water Operating Fund (Fund 520) for the appropriation.

ENVIRONMENTAL REVIEW

This project is replacement and/or improvement of existing infrastructure with negligible or no expansion of use and therefore is categorically exempt from environmental review under the California Environmental Quality Act as noted in Title 14 – California Code of Regulations, Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act, Article 19 – Categorical Exceptions, Section 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction).

ATTACHMENTS

1. Resolution No. 11544 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-039) with West Yost & Associates, Inc. for $583,399 from the Water Operating Fund (Fund 520) for Additional Construction Management and Inspection Services for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds

2. Tower Tank Rehabilitation Project Map

3. Water Storage Tank Photos

4. Structural Inspection Reports (Tower Tank and Foothills Tank No. 2)

Submitted,

_____

Marcus Yasutake, Director
UTILITIES DEPARTMENT

Attachment 1

RESOLUTION NO. 11544

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT (CONTRACT NO. 173-21 24-039) WITH WEST YOST & ASSOCIATES, INC. FOR $583,399 FROM THE WATER OPERATING FUND (FUND 520) FOR ADDITIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR THE TOWER TANK REHABILITATION PROJECT (PROJECT WA2402) AND APPROPRIATION OF FUNDS

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

WHEREAS, the rehabilitation work identified to enhance the City's water distribution system and to continue to provide reliable water service to the City includes rehabilitating Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2; and

WHEREAS, West Yost & Associates, Inc. by reason of their experience and abilities for performing these types of services, are qualified to perform the required additional construction management and inspection services for this project; and

WHEREAS, assuming adoption of Resolution No. 11543 for an additional contingency for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for construction on the same project (WA2402) which is being presented to City Council at the same meeting on February 10, 2026, where the total project budget was increased from $6,573,657 to $9,377,107; and

WHEREAS, an additional appropriation of funds in the amount of $583,399 is needed for a revised project budget of $9,960,506 and sufficient funds are available in the Water Operating Fund (Fund 520) for this appropriation; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-039) with West Yost & Associates, Inc. for additional construction management and inspection services for the Tower Tank Rehabilitation Project (Project WA2402) in the amount of $583,399 and the new contract not-to-exceed amount, including Amendment No. 1 is $1,133,133.

BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate $583,399 for this agreement. The appropriation will be from the Water Operating Fund (Fund 520) fund balance in the amount of $583,399.

PASSED AND ADOPTED this 10th day of February, 2026, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):

ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

_____
Justin Raithel, MAYOR

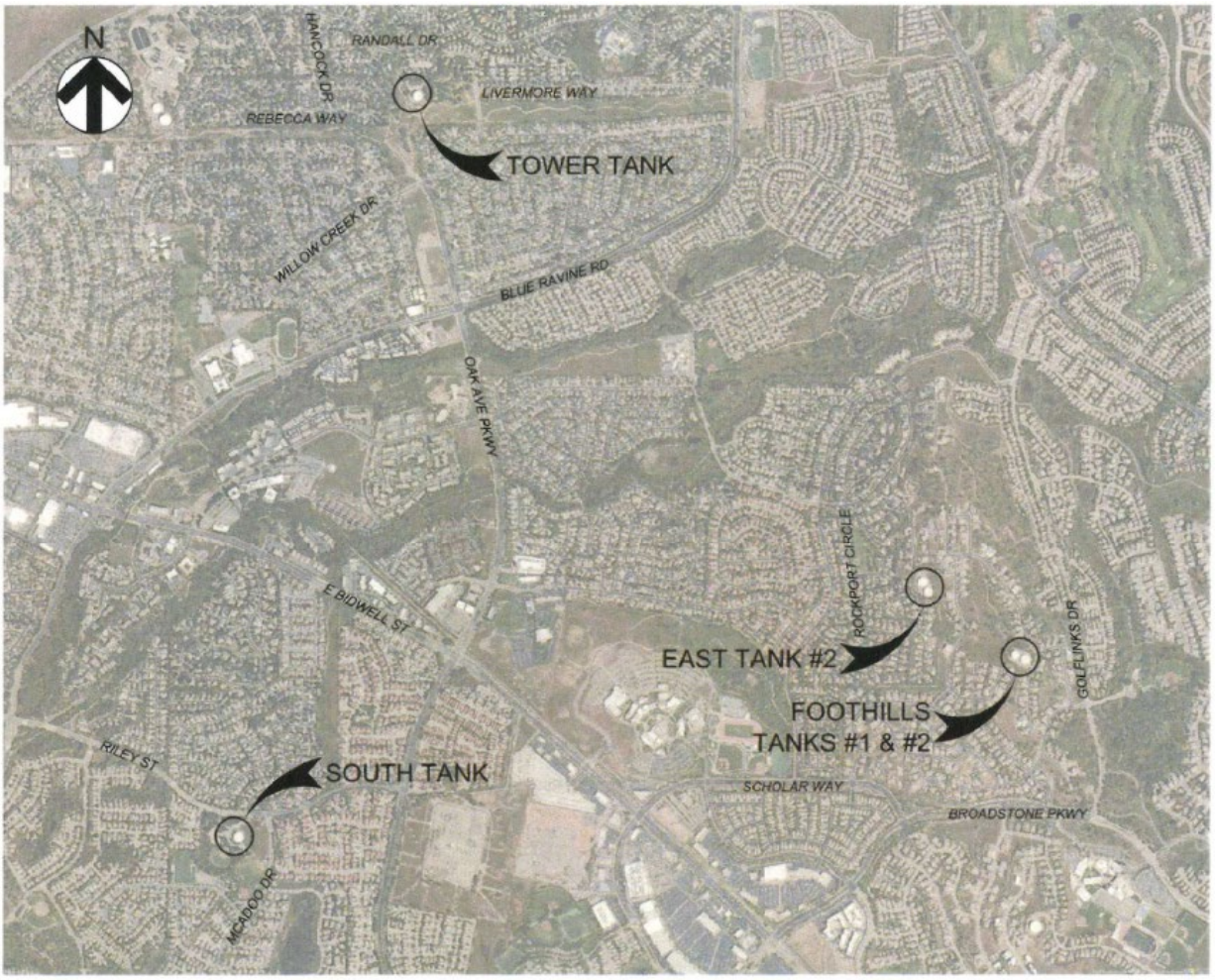
ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

ATTACHMENT 2

TOWER TANK REHABILITATION PROJECT MAP



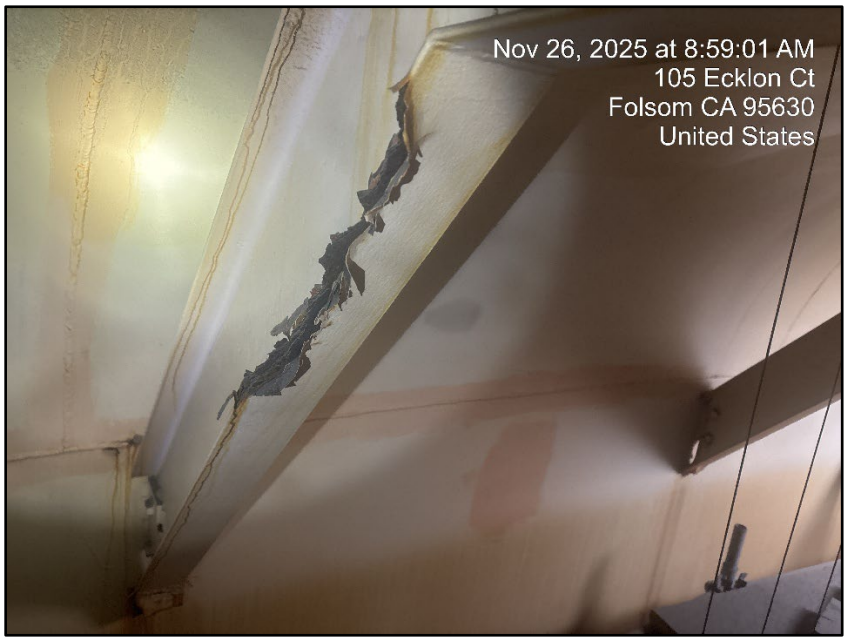
LOCATION MAP
NTS

Attachment 3

ATTACHMENT 3

WATER STORAGE TANK PHOTOS

1. Photo No. 1 – Tower Tank steel rafter cantilever leg bottom showing bottom flange deterioration, corrosion and paint coating failure



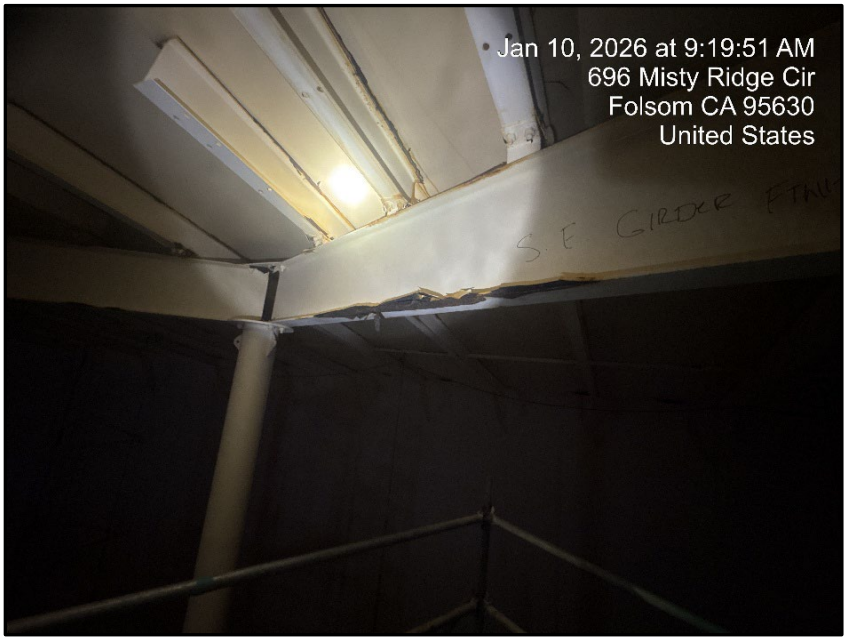
2. Photo No. 2 – Tower Tank steel rafter top flange deterioration and corrosion (top flange compromised for length of orange paint shown along the web of the steel I-beam)



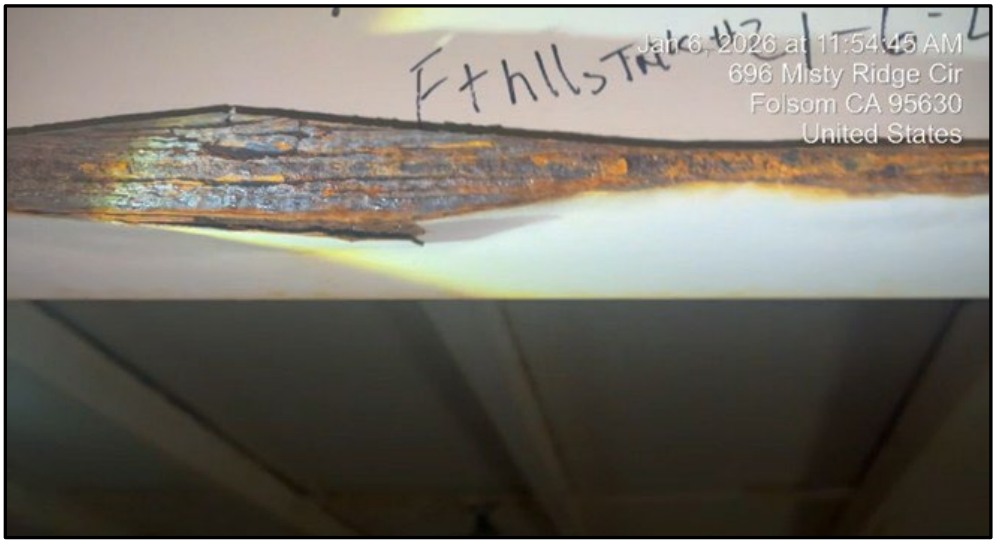
3. Photo No. 3 – Tower Tank steel rafter after removal from Tower Tank showing top flange corrosion and loss of steel material



4. Photo No. 4 – Foothills No. 2 south-east steel girder bottom flange damage and loss of material (4-Ft in length)



5. Photo No. 5 – Foothills No. 2 northern steel girder bottom flange showing deterioration, corrosion and loss of steel material



6. Photo No. 6 – Foothills No. 2 – steel rafter bottom flange deterioration and corrosion (various locations)



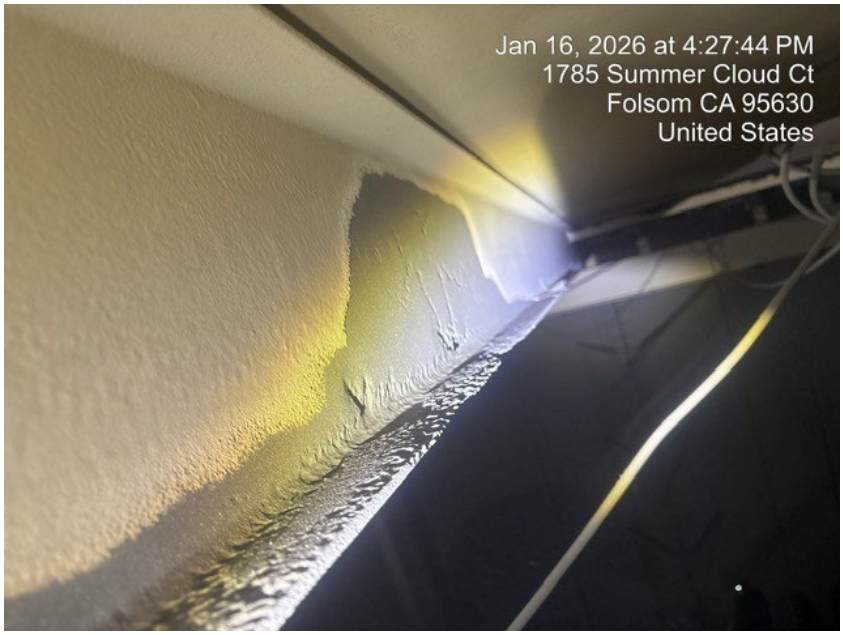
7. Photo No. 7 – Foothills Tank No. 2 rafter end at crows nest (center support) showing loss of coating, corrosion and loss of steel material



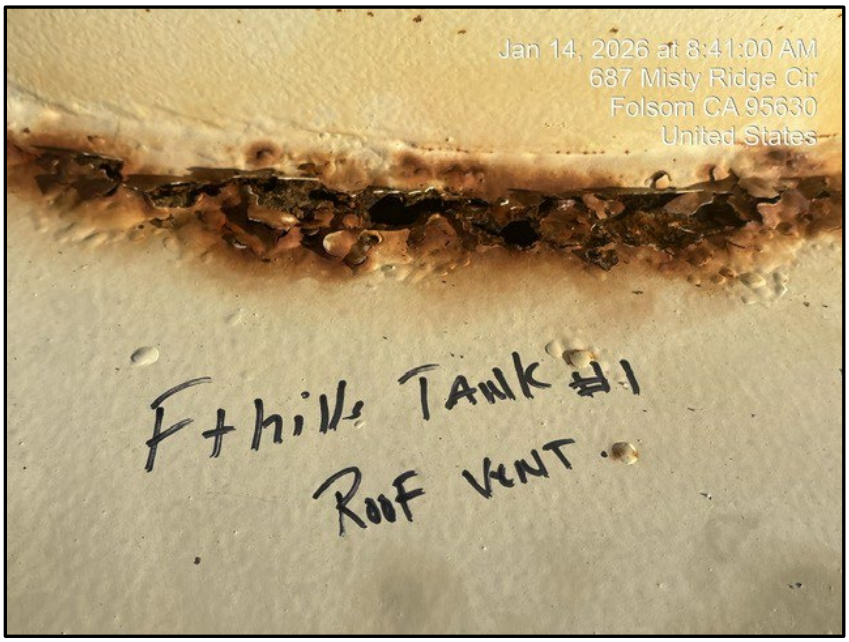
8. Photo No. 8 – Significant rafter deterioration and loss of material showing pitting and corrosion and loss of paint coating.



9. Photo No. 9 – Foothills Tank No. 1 rafter bottom flange corrosion



10. Photo No. 10 – Foothills Tank No. 1 roof vent corrosion and loss of steel material



Attachment 4

Construction Observation Log

VE SOLUTIONS

To: JP Davis

From: Brad Friederichs

Date: 12/15/2025

Project: Folsom Tower Tank Rehabilitation

Present: Alex (GC), Jesse (WYA)

Project No.: 24001

Project Status:

Observe blasted areas of corroded areas on beams. Prepare a count and mark damaged beams.

Directions:

1. 46 beams in the outer ring and 9 beams in the inner ring are damaged and need to be replaced.
2. Remove all existing flat strap bracing including grinding and removing welded piece on top of the flange at existing beams to remain.
3. All beams including existing beams to have ¾" diameter rod bracing at 6 ft cc max on each side of the beam. Weld the rod to the beam web with a butt weld. Rod to be placed no more than 1" below the top flange.
4. The beams framing into the center column are severely corroded. Repair involves design and construction of a new 7 ft diameter center cone detail as stated in plan detail 4/S300. This is a design-build item. The contractor will design a new cone and submit details for review.
5. The seams of the roof plates overlap approximately 2". In some areas, the overlapped plates have spread due to layup issues during construction or the pressure of corrosion in the joint. For all joints, clean surfaces and paint inside the joint as much as possible. Apply Sika 1A in lieu of seam welding to any remaining gap. This does not negatively impact the structural integrity of the tank roof.
6. The existing W16 girder on the north side of the tank is twisted on one end. Disconnect the roof beams (provide temporary support) and straighten the beam as much as is feasible. Install ¼" plate stiffeners at the end. Reattach the roof beams to the girder by bolting or welding.

PO Box 2592 • Carmichael, CA 95609-2592 • e-mail: bradf@vesolutions.net

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VE SOLUTIONS, INC.

January 18, 2026

Mr. JP Davis
West Yost & Associates
2020 Research Park Dr., Ste 100
Davis, CA 95618

RE: Foothills Tank No. 2 – Detailed Roof Structural Inspection Report

PURPOSE AND SCOPE

This report presents the findings of a comprehensive structural inspection conducted on January 16, 2026, to evaluate the condition of the roof framing system for Foothills Tank No. 2 in Folsom, California. The inspection focused on assessing the extent and severity of corrosion damage to structural steel members and identifying necessary repairs to maintain the structural integrity in accordance with the California Building Code.

FACILITY DESCRIPTION

The tank roof structure consists of a radial beam and circumferential girder support system with a central steel cone support (commonly referred to as a "crows nest"). The structural configuration includes:

• 32 radial W8×10 steel beams at the inner radius
• 64 radial W8×10 steel beams at the outer radius
• 7 circumferential W16×26 steel girders providing support
• Central inverted plate steel cone column supported structure

INSPECTION FINDINGS

1. Radial Beams (W8×10)

Significant corrosion damage was observed on a substantial number of the radial beams. A total of approximately 61 beams exhibit deterioration beyond economical repair and require complete replacement:

• 19 of 32 beams at the inner ring (59%)
• 42 of 64 beams at the outer ring (66%)

The corrosion pattern and paint failure characteristics suggest the deterioration resulted from inadequate surface preparation and/or inappropriate coating materials during the original construction. Evidence indicates the following contributing factors:

• Insufficient mechanical preparation (cleaning/abrasion) of steel surfaces prior to coating

• Poor adhesion between primer and steel substrate, evidenced by widespread delamination
• Potential use of water-based primer incompatible with the service environment

The flanges show the most severe section loss, compromising the beams' flexural capacity. Photographic documentation (see attached images) clearly shows advanced corrosion with significant metal loss on the flanges.

Recommendation: Replace all 61 deteriorated beams with new W8×10 sections. Ensure proper surface preparation per SSPC-SP standards and specify appropriate coating systems for potable water tank interiors. Paint all new and existing structural steel and roof plates above the water line.

Additional Structural Deficiency: The existing lateral bracing configuration for the top (compression) flanges is inadequate. Currently, only one top flange brace per beam provides support at approximately 16-foot spacing, which exceeds recommended limits for compression flange stability. This deficiency increases the risk of lateral-torsional buckling under design loads.

Recommendation: Install ¾-inch diameter steel rod bracing at 6-foot centers near the top flanges, similar to the bracing configuration implemented at Tower Tank. This modification will provide adequate lateral support in accordance with the CBC.

2. Circumferential Girders (W16×26)

Six of the seven W16×26 circumferential girders exhibit localized corrosion damage requiring structural repair (see attached images). The majority of deterioration occurs on the bottom (tension) flanges, with the damage concentrated in discrete areas rather than distributed along the full member length.

Repair Strategy: Cover plate reinforcement provides the most practical and economical solution for restoring the lost section capacity. The specific repair requirements vary based on damage location relative to the support points:

For damage located within the outer quarter-points of the span (areas of high shear, lower moment):

• Repair required when flange area loss exceeds 20%
• Install 3/8-inch × 6-inch steel cover plates
• Extend plates minimum 12 inches beyond damaged area each direction
• Fillet weld plates to both sides of bottom flange and across the end per AWS D1.1 standards

For damage located in the middle half of the span (area of maximum moment):

• Repair required when flange area loss exceeds 5%
• Install 3/8-inch × 6-inch steel cover plates using same detailing as above

These repair thresholds are based on CBC provisions for section loss and ensure adequate structural capacity with appropriate safety factors maintained.

3. Center Column Support System

Multiple beam webs at the central support exhibit corrosion damage requiring reinforcement (see attached images). Many of these deficiencies will be addressed through the replacement of deteriorated radial beams as previously described. For beams being retained in place with damaged web connections, vertical stiffener plates will be required to restore shear transfer capacity at the support.

Design Deficiency: The existing "crows nest" center support consists of an inverted plate steel cone structure positioned directly below the roof vent opening. It is supported by a single steel column. This configuration creates a significant operational problem: the enclosed cone limits adequate air circulation into and out of the tank interior. Limited air exchange occurs only through the narrow gaps between radial beams, resulting in poor ventilation that likely contributed to the accelerated corrosion observed throughout the structure.

Optional Recommendation: Replace the existing solid cone structure with an open "halo beam" support system (see attached images). This would consist of a circular steel beam supported by radial columns, allowing unrestricted air flow while maintaining equivalent structural support for the radial beams. This modification will:

- Significantly improve air circulation and ventilation
- Reduce moisture accumulation on steel surfaces
- Extend the service life of protective coatings
- Minimize future corrosion and maintenance requirements

CONCLUSIONS AND RECOMMENDATIONS

The inspection has identified substantial structural deterioration requiring comprehensive repair to maintain in order for the structure to comply with the CBC. The primary findings and recommended actions include:

1. Replace 61 corroded radial beams (19 inner ring, 42 outer ring) with new W8×10 sections
2. Install supplemental top flange bracing at 6-foot centers on all radial beams
3. Repair six deteriorated circumferential girders using welded cover plates
4. Reinforce corroded beam web connections at center support with vertical stiffeners
5. Optional: Replace solid cone center support with open halo beam system to improve ventilation

If the City elects to proceed with these repairs, VE Solutions Inc. will prepare details showing proper installation procedures, material requirements, welding details, and quality control provisions. The work that involves replacement in-kind will not be detailed but only stated in a document. These documents will provide the contractor with clear technical direction to execute the work in accordance with the CBC.

Please contact me if you have questions regarding these findings or require additional information to support project planning and budgeting decisions.

Sincerely yours,



Brad Friederichs, P.E.
California License No. S2780

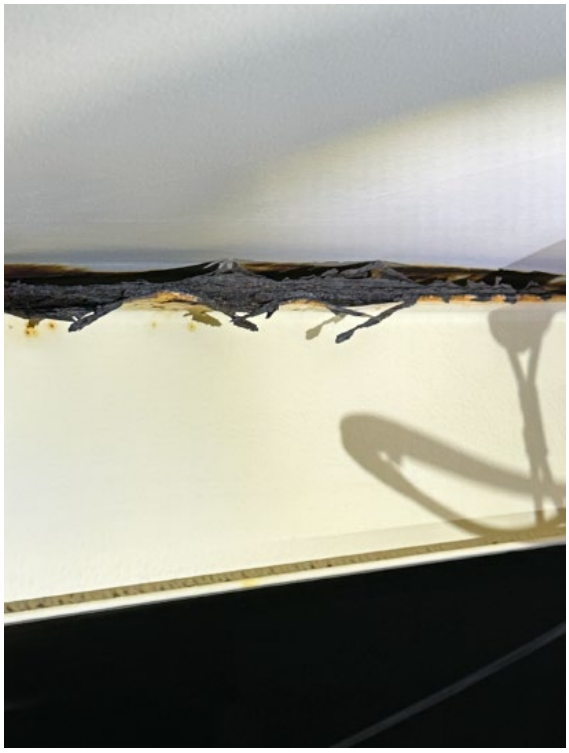
Attachments: Photographic documentation of observed conditions

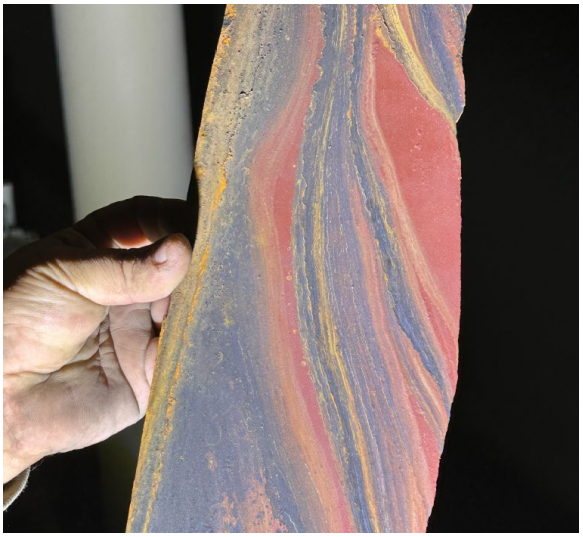
SITE PHOTOGRAPHS

1/16/2026



W8x10 Beam Deterioration





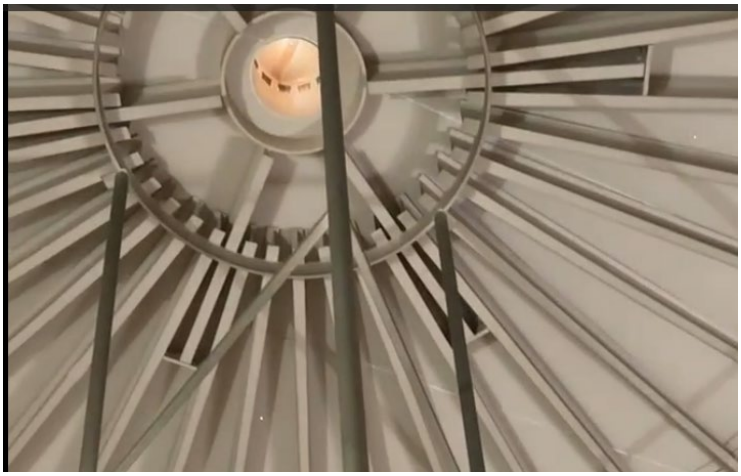
W8x10 Top Flange CorrosionPaint Showing Primer Debonded from Steel



W16x26 Girder Flange Corrosion



W8 Beam at Center Support



New Halo Type Support

VE SOLUTIONS, INC.

February 3, 2026

Mr. JP Davis
West Yost & Associates
2020 Research Park Dr., Ste 100
Davis, CA 95618

RE: Foothills Tank No. 2 – Supplemental Roof Structural Inspection Report

SUPPLEMENTAL INSPECTION FINDINGS

On January 31,2026 it was requested that I do another inspection since the contractor had installed scaffolding inside the tank and was able to sand blast the areas that we previously observed from a distance. As well the sand blasting removed paint that was restricting observation of the corrosion damage to the beams. The additional blasting revealed more extensive corrosion of the structural roof beams in comparison to what was seen on previous site visit.

As a result, a total of 81 beams W8 roof beams exhibit deterioration that is beyond economical repair and require complete replacement:

The total beam replacement is:

- 21 of 32 beams at the inner ring (66%)
- 60 of 64 beams at the inner ring (94%)

The damaged beams to be replaced have been marked with green tape.

All of the other recommendations of the previous report are in effect and still valid.

Sincerely yours,

Brad Friederichs, P.E.
California License No. S2780

REGISTERED PROFESSIONAL ENGINEER
BRADLEY ALAN FRIEDERICHS
S2780
STRUCTURAL
STATE OF CALIFORNIA

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Old Business
ITEM TITLE:	Resolution No. 11545 – A Resolution Authorizing the City Manager to Execute Amendment No. 3 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for $84,000 from the Water Operating Fund (Fund 520) for Additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds
FROM:	Utilities Department

RECOMMENDATION / CITY COUNCIL ACTION

The Utilities Department recommends that the City Council pass and adopt Resolution No. 11545 – A Resolution Authorizing the City Manager to Execute Amendment No. 3 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for $84,000 from the Water Operating Fund (Fund 520) for Additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds.

BACKGROUND / ISSUE

The Utilities Department identifies water infrastructure rehabilitation and replacement projects through water master plans, ongoing water condition assessment programs, and regulatory changes. Through these efforts, portions of the water system have been identified as needing rehabilitation or replacement in order to improve the reliability of the water distribution system. These efforts led to the Utilities Department identifying the Tower Tank Rehabilitation Project as a priority project.

The Tower Tank Rehabilitation Project involves improvements and repairs to five of the City's water storage tanks due to aging infrastructure. The water tanks being rehabilitated include Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2. The work at all five

tanks was scheduled to occur during the low water demand periods (October through April) as identified below:

- East Tank No. 2 - Completed (Fiscal Year 2024-25)
- South Tank - Completed (Fiscal Year 2024-25)
- Tower Tank – Out of service for construction (Fiscal Year 2025-26)
- Foothills Tank No. 1 – In Service and Awaiting Construction (Fiscal Year 2025-26)
- Foothills Tank No. 2 – Out of service for Construction (Fiscal Year 2025-26)

During construction, multiple unforeseen conditions occurred at East Tank No. 2, Tower Tank, and Foothills Tank No. 2. The majority of the unforeseen conditions were related to structural deficiencies and their associated improvements. Structural deficiencies could only be identified once each of the tanks was taken offline and drained, and 30-foot-tall scaffolding erected to allow a licensed structural engineer to perform condition assessment of roof rafters, beams, girders, and connection plates. Photos of the condition of various structural components for each of the tanks listed above can be seen in Attachment No. 3. The project has also been impacted by site constraints, utilities, electrical improvements, property owner constraints, rock removal and other ancillary items.

Foothills Tank No. 1 was originally scheduled to be completed in the Spring of 2026, but due to the other deficiencies identified at Foothills Tank No. 2, this work is now proposed to be completed later this year. The City has not been able to inspect Foothills Tank No. 1 because this tank needs to remain in service to meet water demands while other tanks are out of service. Since Foothills Tank No. 1 is two years older than Foothills Tank No. 2, the project team anticipates that the additional unforeseen structural rehabilitation work at Foothills Tank No. 1 will be similar to that identified at Foothills Tank No. 2.

Additional effort by HydroScience Engineers, Inc. associated with construction administration services related to submittal review, responding to Requests for Information (RFI's), additional project management and progress meeting attendance has also been identified as part of Amendment No. 3 for this project.

This Resolution will authorize the City Manager to execute Amendment No. 3 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for $84,000 from the Water Operating Fund (Fund 520) for additional design and engineering services during construction for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds.

POLICY / RULE

Section 2.36.120 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of $77,426 or greater shall be awarded by the City Council.

ANALYSIS

Additional engineering services recommended to be provided by HydroScience Engineers, Inc. as part of the Tower Tank Rehabilitation Project include the following:

- Design modifications.
- Review of additional submittals and resubmittals.
- Review of additional Requests for Information (RFIs).
- Additional project management.
- Attending additional progress meetings.
- Additional effort required to update as-built drawings upon completion of construction.

The total cost to provide additional engineering services by Hydroscience Engineers, Inc. as part of the Tower Tank Rehabilitation Project is $84,000. This resolution will authorize the City Manager to execute Amendment No. 3 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for additional design and engineering services during construction for the Tower Tank Rehabilitation Project for a new not-to-exceed amount of $591,556 and appropriation of funds.

FINANCIAL IMPACT

The City Council approved the following Resolutions for design and engineering services during construction for the Tower Tank Rehabilitation Project (Project WA2402):

- Resolution No. 11167 on February 13, 2024 in the amount of $398,950
- Resolution No. 11242 on August 27, 2024 for Amendment No. 1 in the amount of $70,844
- Resolution No. 11470 on October 14, 2025 for Amendment No. 2 in the amount of $37,762

The Utilities Department recommends that Amendment No. 3 to the agreement (Contract No. 173-21 24-006) for additional Design and Engineering Services During Construction be executed with HydroScience Engineers, Inc. for an additional $84,000 for a new not-to-exceed contract total of $591,556. This project budget will require an appropriation in the amount of $84,000 for this amendment.

Assuming adoption of Resolution No. 11543, for an Additional Contingency for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for construction on the same project (WA2402), which is being presented to City Council at the same meeting on February 10, 2026, and assuming adoption of Resolution No. 11544 for Amendment No. 1 to the agreement (Contract No. 173-21 24-039) with West Yost & Associates, Inc. for work on the same project (WA2402), which is being presented to City Council at the same meeting on February 10, 2026, this will bring the total project budget from $9,960,506 to $10,044,506. Sufficient funds are available in the Water Operating Fund (Fund 520) for the appropriation.

ENVIRONMENTAL REVIEW

This project is replacement and/or improvement of existing infrastructure with negligible or no expansion of use and therefore is categorically exempt from environmental review under the California Environmental Quality Act as noted in Title 14 – California Code of Regulations, Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act, Article 19 – Categorical Exceptions, Section 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction).

ATTACHMENTS

1. Resolution No. 11545 – A Resolution Authorizing the City Manager to Execute Amendment No. 3 to the agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for $84,000 from the Water Operating Fund (Fund 520) for Additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds

2. Tower Tank Rehabilitation Project Map

3. Water Storage Tank Photos

4. Structural Inspection Reports (Tower Tank and Foothills Tank No. 2)

Submitted,

_____

Marcus Yasutake, Director
UTILITIES DEPARTMENT

Attachment 1

RESOLUTION NO. 11545

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDEMNT NO. 3 TO THE AGREEMENT (CONTRACT NO. 173-21 24-006) WITH HYDROSCIENCE ENGINEERS, INC. FOR $84,000 FROM THE WATER OPERATING FUND (FUND 520) FOR ADDITIONAL DESIGN AND ENGINEERING SERVICES DURING CONSTRUCTION FOR THE TOWER TANK REHABILITATION PROJECT (PROJECT WA2402) AND APPROPRIATION OF FUNDS

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

WHEREAS, the rehabilitation work identified to enhance the City's water distribution system and to continue to provide reliable water service to the City includes rehabilitating Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2; and

WHEREAS, HydroScience Engineers, Inc. by reason of their experience and abilities for performing these types of services, are qualified to perform the required additional design and engineering services during construction for this project; and

WHEREAS, assuming adoption of Resolution No. 11543 for an additional contingency for the Agreement (Contract No. 174-21 24-052) with Euro Style Management for construction on the same project (WA2402) which is being presented to City Council at the same meeting on February 10, 2026, where the total project budget was increased from $6,573,657 to $9,377,107; and

WHEREAS, assuming adoption of Resolution No. 11544 for Amendment No. 1 to the agreement (Contract No. 173-21 24-039) with West Yost & Associates, Inc. for work on the same project (WA2402), which is being presented to City Council at the same meeting on February 10, 2026, where the total project budget was increased from $9,377,107 to $9,960,506; and

WHEREAS, an additional appropriation of funds in the amount of $84,000 is needed for a revised project budget of $10,044,506 and sufficient funds are available in the Water Operating Fund (Fund 520) for this appropriation; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute Amendment No. 3 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for additional design and engineering services during construction for the Tower Tank Rehabilitation Project (Project WA2402) in the amount of $84,000 and the new contract not-to-exceed amount, including Amendment No. 3 is $591,556.

BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate $84,000 for this agreement. The appropriation will be from the Water Operating Fund (Fund 520) fund balance in the amount of $84,000.

PASSED AND ADOPTED this 10th day of February, 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

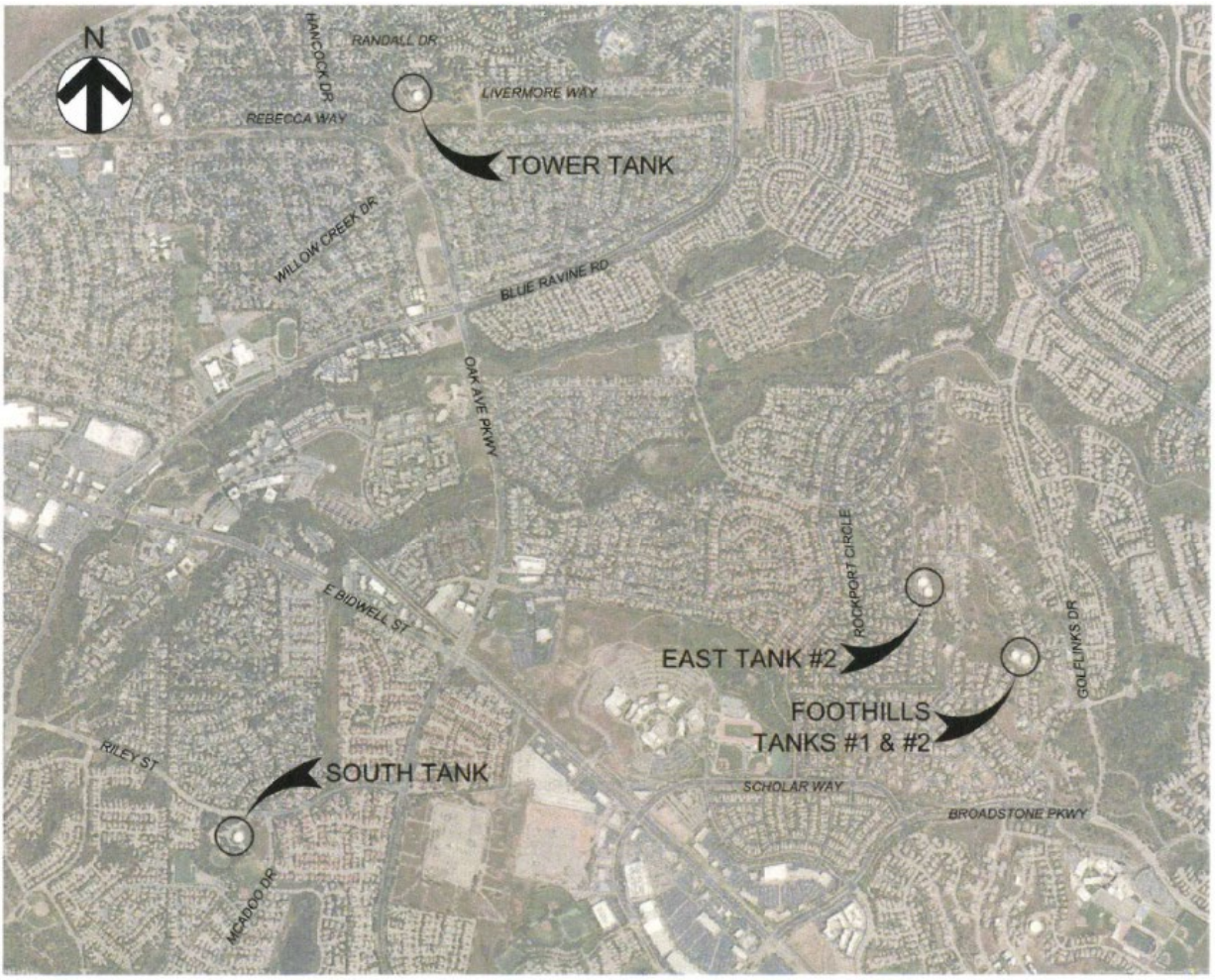
ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

ATTACHMENT 2

TOWER TANK REHABILITATION PROJECT MAP



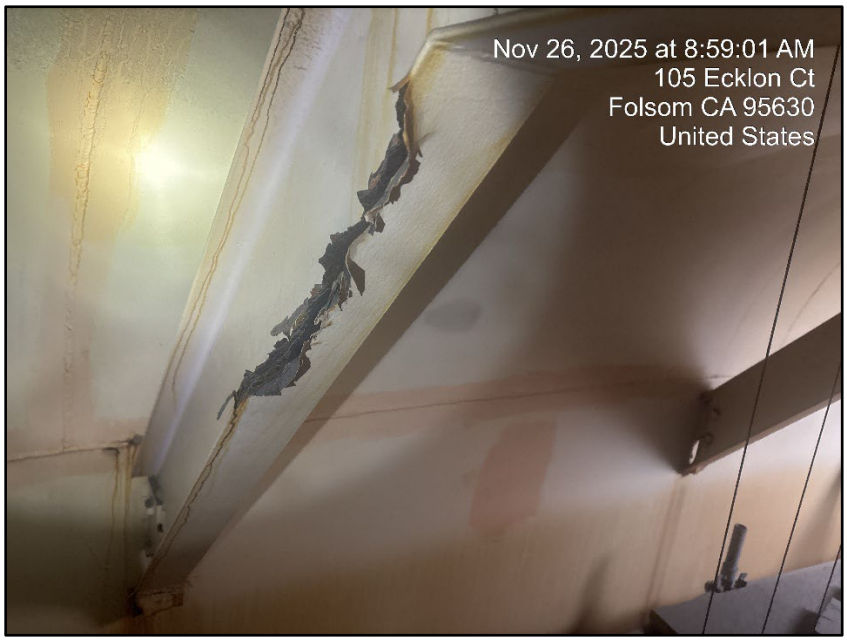
LOCATION MAP
NTS

Attachment 3

ATTACHMENT 3

WATER STORAGE TANK PHOTOS

1. Photo No. 1 – Tower Tank steel rafter cantilever leg bottom showing bottom flange deterioration, corrosion and paint coating failure



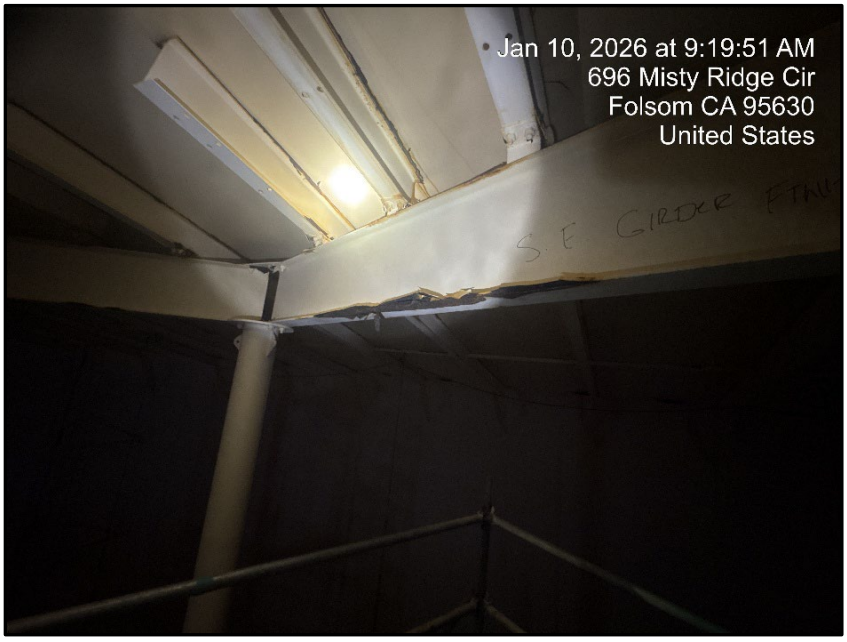
2. Photo No. 2 – Tower Tank steel rafter top flange deterioration and corrosion (top flange compromised for length of orange paint shown along the web of the steel I-beam)



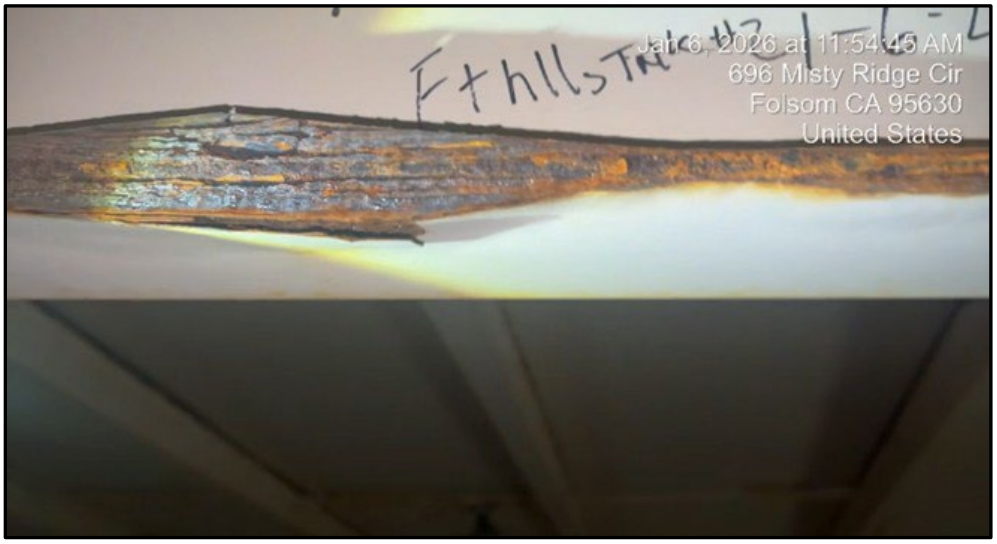
3. Photo No. 3 – Tower Tank steel rafter after removal from Tower Tank showing top flange corrosion and loss of steel material



4. Photo No. 4 – Foothills No. 2 south-east steel girder bottom flange damage and loss of material (4-Ft in length)



5. Photo No. 5 – Foothills No. 2 northern steel girder bottom flange showing deterioration, corrosion and loss of steel material



6. Photo No. 6 – Foothills No. 2 – steel rafter bottom flange deterioration and corrosion (various locations)



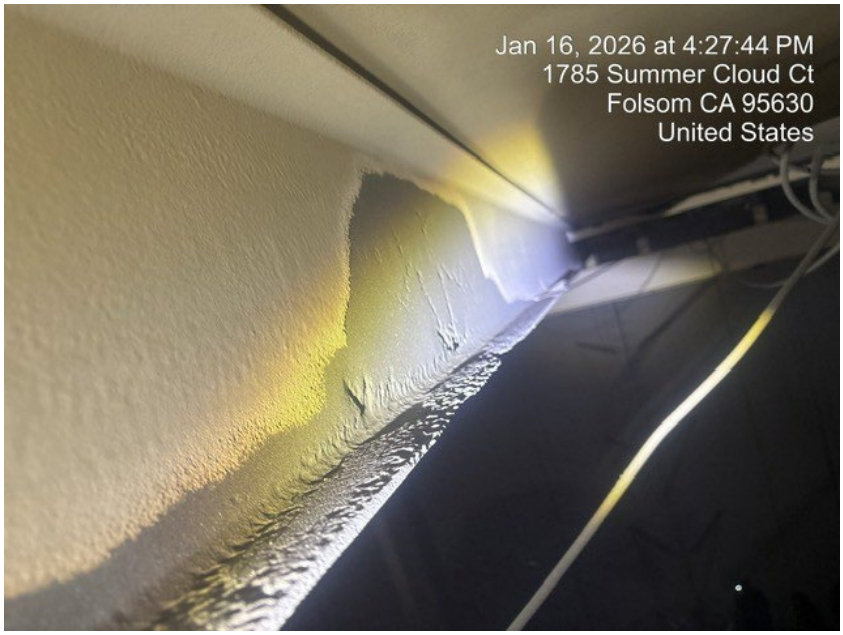
7. Photo No. 7 – Foothills Tank No. 2 rafter end at crows nest (center support) showing loss of coating, corrosion and loss of steel material



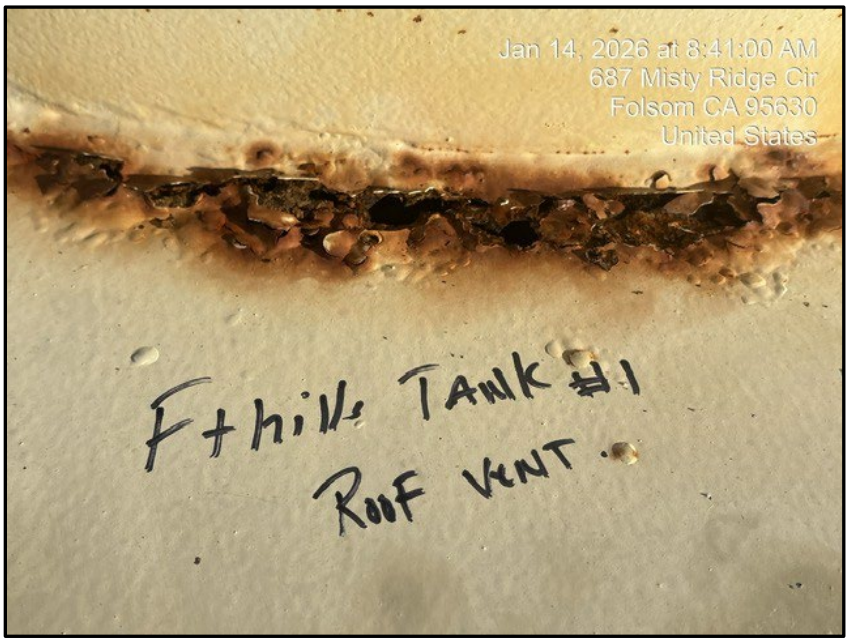
8. Photo No. 8 – Significant rafter deterioration and loss of material showing pitting and corrosion and loss of paint coating.



9. Photo No. 9 – Foothills Tank No. 1 rafter bottom flange corrosion



10. Photo No. 10 – Foothills Tank No. 1 roof vent corrosion and loss of steel material



Attachment 4

Construction Observation Log

VE SOLUTIONS

To: JP Davis

From: Brad Friederichs

Date: 12/15/2025

Project: Folsom Tower Tank Rehabilitation

Present: Alex (GC), Jesse (WYA)

Project No.: 24001

Project Status:

Observe blasted areas of corroded areas on beams. Prepare a count and mark damaged beams.

Directions:

1. 46 beams in the outer ring and 9 beams in the inner ring are damaged and need to be replaced.
2. Remove all existing flat strap bracing including grinding and removing welded piece on top of the flange at existing beams to remain.
3. All beams including existing beams to have ¾" diameter rod bracing at 6 ft cc max on each side of the beam. Weld the rod to the beam web with a butt weld. Rod to be placed no more than 1" below the top flange.
4. The beams framing into the center column are severely corroded. Repair involves design and construction of a new 7 ft diameter center cone detail as stated in plan detail 4/S300. This is a design-build item. The contractor will design a new cone and submit details for review.
5. The seams of the roof plates overlap approximately 2". In some areas, the overlapped plates have spread due to layup issues during construction or the pressure of corrosion in the joint. For all joints, clean surfaces and paint inside the joint as much as possible. Apply Sika 1A in lieu of seam welding to any remaining gap. This does not negatively impact the structural integrity of the tank roof.
6. The existing W16 girder on the north side of the tank is twisted on one end. Disconnect the roof beams (provide temporary support) and straighten the beam as much as is feasible. Install ¼" plate stiffeners at the end. Reattach the roof beams to the girder by bolting or welding.

PO Box 2592 • Carmichael, CA 95609-2592 • e-mail: bradf@vesolutions.net

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VE SOLUTIONS, INC.

January 18, 2026

Mr. JP Davis
West Yost & Associates
2020 Research Park Dr., Ste 100
Davis, CA 95618

RE: Foothills Tank No. 2 – Detailed Roof Structural Inspection Report

PURPOSE AND SCOPE

This report presents the findings of a comprehensive structural inspection conducted on January 16, 2026, to evaluate the condition of the roof framing system for Foothills Tank No. 2 in Folsom, California. The inspection focused on assessing the extent and severity of corrosion damage to structural steel members and identifying necessary repairs to maintain the structural integrity in accordance with the California Building Code.

FACILITY DESCRIPTION

The tank roof structure consists of a radial beam and circumferential girder support system with a central steel cone support (commonly referred to as a "crows nest"). The structural configuration includes:

• 32 radial W8×10 steel beams at the inner radius
• 64 radial W8×10 steel beams at the outer radius
• 7 circumferential W16×26 steel girders providing support
• Central inverted plate steel cone column supported structure

INSPECTION FINDINGS

1. Radial Beams (W8×10)

Significant corrosion damage was observed on a substantial number of the radial beams. A total of approximately 61 beams exhibit deterioration beyond economical repair and require complete replacement:

• 19 of 32 beams at the inner ring (59%)
• 42 of 64 beams at the outer ring (66%)

The corrosion pattern and paint failure characteristics suggest the deterioration resulted from inadequate surface preparation and/or inappropriate coating materials during the original construction. Evidence indicates the following contributing factors:

• Insufficient mechanical preparation (cleaning/abrasion) of steel surfaces prior to coating

• Poor adhesion between primer and steel substrate, evidenced by widespread delamination
• Potential use of water-based primer incompatible with the service environment

The flanges show the most severe section loss, compromising the beams' flexural capacity. Photographic documentation (see attached images) clearly shows advanced corrosion with significant metal loss on the flanges.

Recommendation: Replace all 61 deteriorated beams with new W8×10 sections. Ensure proper surface preparation per SSPC-SP standards and specify appropriate coating systems for potable water tank interiors. Paint all new and existing structural steel and roof plates above the water line.

Additional Structural Deficiency: The existing lateral bracing configuration for the top (compression) flanges is inadequate. Currently, only one top flange brace per beam provides support at approximately 16-foot spacing, which exceeds recommended limits for compression flange stability. This deficiency increases the risk of lateral-torsional buckling under design loads.

Recommendation: Install ¾-inch diameter steel rod bracing at 6-foot centers near the top flanges, similar to the bracing configuration implemented at Tower Tank. This modification will provide adequate lateral support in accordance with the CBC.

2. Circumferential Girders (W16×26)

Six of the seven W16×26 circumferential girders exhibit localized corrosion damage requiring structural repair (see attached images). The majority of deterioration occurs on the bottom (tension) flanges, with the damage concentrated in discrete areas rather than distributed along the full member length.

Repair Strategy: Cover plate reinforcement provides the most practical and economical solution for restoring the lost section capacity. The specific repair requirements vary based on damage location relative to the support points:

For damage located within the outer quarter-points of the span (areas of high shear, lower moment):

• Repair required when flange area loss exceeds 20%
• Install 3/8-inch × 6-inch steel cover plates
• Extend plates minimum 12 inches beyond damaged area each direction
• Fillet weld plates to both sides of bottom flange and across the end per AWS D1.1 standards

For damage located in the middle half of the span (area of maximum moment):

• Repair required when flange area loss exceeds 5%
• Install 3/8-inch × 6-inch steel cover plates using same detailing as above

These repair thresholds are based on CBC provisions for section loss and ensure adequate structural capacity with appropriate safety factors maintained.

3. Center Column Support System

Multiple beam webs at the central support exhibit corrosion damage requiring reinforcement (see attached images). Many of these deficiencies will be addressed through the replacement of deteriorated radial beams as previously described. For beams being retained in place with damaged web connections, vertical stiffener plates will be required to restore shear transfer capacity at the support.

Design Deficiency: The existing "crows nest" center support consists of an inverted plate steel cone structure positioned directly below the roof vent opening. It is supported by a single steel column. This configuration creates a significant operational problem: the enclosed cone limits adequate air circulation into and out of the tank interior. Limited air exchange occurs only through the narrow gaps between radial beams, resulting in poor ventilation that likely contributed to the accelerated corrosion observed throughout the structure.

Optional Recommendation: Replace the existing solid cone structure with an open "halo beam" support system (see attached images). This would consist of a circular steel beam supported by radial columns, allowing unrestricted air flow while maintaining equivalent structural support for the radial beams. This modification will:

- Significantly improve air circulation and ventilation
- Reduce moisture accumulation on steel surfaces
- Extend the service life of protective coatings
- Minimize future corrosion and maintenance requirements

CONCLUSIONS AND RECOMMENDATIONS

The inspection has identified substantial structural deterioration requiring comprehensive repair to maintain in order for the structure to comply with the CBC. The primary findings and recommended actions include:

1. Replace 61 corroded radial beams (19 inner ring, 42 outer ring) with new W8×10 sections
2. Install supplemental top flange bracing at 6-foot centers on all radial beams
3. Repair six deteriorated circumferential girders using welded cover plates
4. Reinforce corroded beam web connections at center support with vertical stiffeners
5. Optional: Replace solid cone center support with open halo beam system to improve ventilation

If the City elects to proceed with these repairs, VE Solutions Inc. will prepare details showing proper installation procedures, material requirements, welding details, and quality control provisions. The work that involves replacement in-kind will not be detailed but only stated in a document. These documents will provide the contractor with clear technical direction to execute the work in accordance with the CBC.

Please contact me if you have questions regarding these findings or require additional information to support project planning and budgeting decisions.

Sincerely yours,



Brad Friederichs, P.E.
California License No. S2780

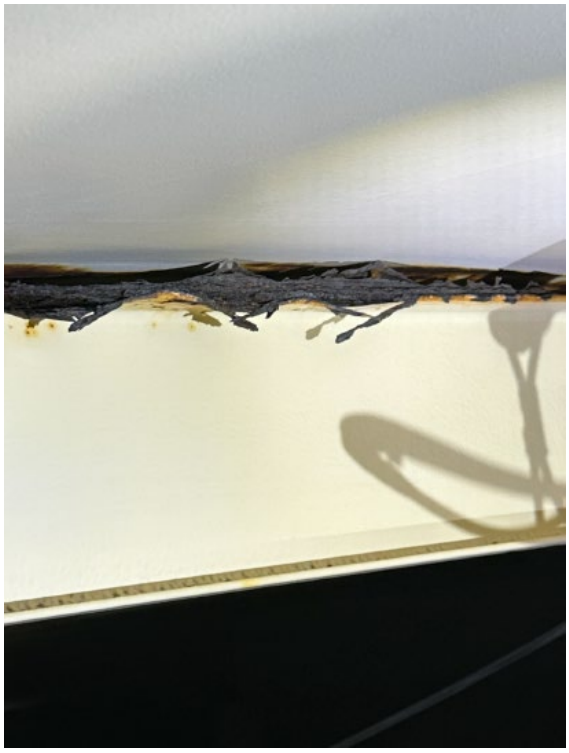
Attachments: Photographic documentation of observed conditions

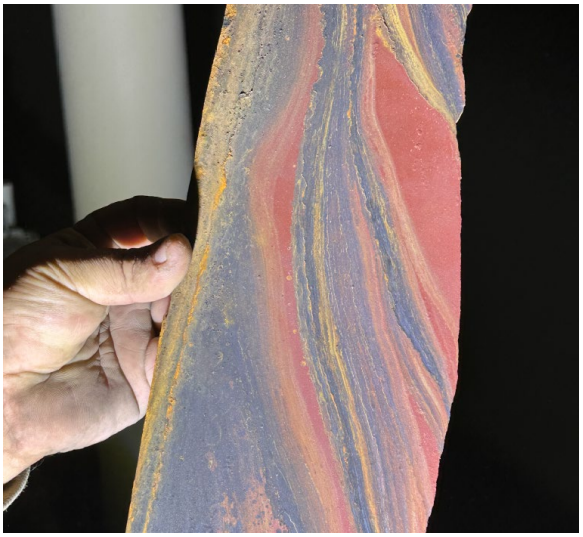
SITE PHOTOGRAPHS

1/16/2026



W8x10 Beam Deterioration





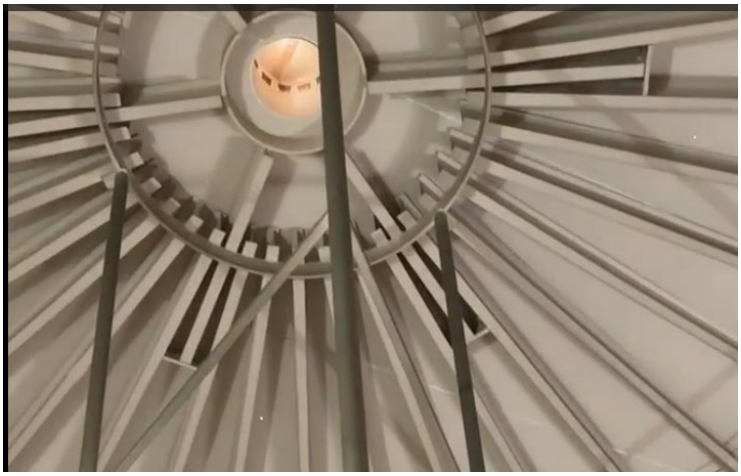
W8x10 Top Flange CorrosionPaint Showing Primer Debonded from Steel



W16x26 Girder Flange Corrosion



W8 Beam at Center Support



New Halo Type Support

VE SOLUTIONS, INC.

February 3, 2026

Mr. JP Davis
West Yost & Associates
2020 Research Park Dr., Ste 100
Davis, CA 95618

RE: Foothills Tank No. 2 – Supplemental Roof Structural Inspection Report

SUPPLEMENTAL INSPECTION FINDINGS

On January 31,2026 it was requested that I do another inspection since the contractor had installed scaffolding inside the tank and was able to sand blast the areas that we previously observed from a distance. As well the sand blasting removed paint that was restricting observation of the corrosion damage to the beams. The additional blasting revealed more extensive corrosion of the structural roof beams in comparison to what was seen on previous site visit.

As a result, a total of 81 beams W8 roof beams exhibit deterioration that is beyond economical repair and require complete replacement:

The total beam replacement is:

- 21 of 32 beams at the inner ring (66%)
- 60 of 64 beams at the inner ring (94%)

The damaged beams to be replaced have been marked with green tape.

All of the other recommendations of the previous report are in effect and still valid.

Sincerely yours,

Brad Friederichs, P.E.
California License No. S2780

REGISTERED PROFESSIONAL ENGINEER
BRADLEY ALAN FRIEDERICHS
S2780
STRUCTURAL
STATE OF CALIFORNIA

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	Old Business
SUBJECT:	Resolution No.11548 – A Resolution Approving the Preliminary Engineers Report, Declaring the Intention to Order the Formation of the Natoma Station Maintenance Assessment District No. 2025-2, to Levy and Collect Assessments, to Provide Notice of Public Hearing and Direct the Mailing of Assessment Ballots Within the Proposed District in the City of Folsom
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No.11548 – A Resolution Approving the Preliminary Engineers Report, Declaring the Intention to Order the Formation of the Natoma Station Maintenance Assessment District No. 2025-2, to Levy and Collect Assessments, to Provide Notice of Public Hearing and Direct the Mailing of Assessment Ballots Within the Proposed District in the City of Folsom

BACKGROUND / ISSUE

On June 24, 2025, the City Council approved Resolution No. 11403 - A Resolution Initiating Proceedings for the Formation of a Landscaping and Lighting Assessment District ("District") to be known as the Natoma Station Maintenance Assessment District No. 2025-2. As part of the formation process, and in order to levy the annual assessment should the District be formed, an Engineer's Report must be prepared in accordance with the requirements of Article XIIID, Section 4 of the California Constitution (also known as Proposition 218) and Article 4 of the Landscaping and Lighting Act of 1972 (Sections 22565 through 22574 of the Streets and Highways Code).

The attached Preliminary Engineer's Report for Fiscal Year 2026-2027 (Attachment 2) is submitted for City Council review and approval. Included within the report are the following:

A. Plans and specifications for the maintenance of the improvements.

B. Estimate of the cost of maintaining the improvements.

C. Diagram of the assessment District.

D. Assessment of the estimated costs for maintaining the improvements.

Under the provisions of Proposition 218, a public hearing must be held on the levy of new assessments at least 45 days after notice of the proposed assessment was mailed to record owners of each parcel in the new District. The attached resolution directs the mailing of such notice and sets the public hearing for April 28, 2026, at 6:30 p.m. in the City Council Chambers, 50 Natoma Street, Folsom, California 95630.

POLICY / RULE

The City Council is required to approve, or modify and approve, the Engineer's Report as part of the formation process pursuant to the Landscaping and Lighting Act of 1972 (Streets and Highways Code § 22586). The City Council is required to adopt a resolution declaring the intention to form a new Landscaping and Lighting District and to levy and collect assessments pursuant to Section 22587 of the Streets and Highways Code.

Pursuant to Section 22605(d) of the Streets and Highways Code, the original Natoma Station Landscaping and Lighting District will be consolidated with the Natoma Station Maintenance Assessment District No. 2025-2

Pursuant to Section 22611 of the Streets and Highways Code, all assets, liabilities, revenues, expenses, and installments of the original Natoma Station Landscaping and Lighting District shall be transferred to, and assumed by, the Natoma Station Maintenance Assessment District No. 2025-2 for the continued maintenance and servicing of the improvements.

ANALYSIS

The Natoma Station Landscaping and Lighting District was formed by Resolution No. 3024 on June 18, 1990, to maintain improvements within the District. These improvements include landscaping and associated improvements along Iron Point Road, Blue Ravine Road, Turnpike Drive, Black Diamond Drive, and Natoma Station Drive, as well as the subdivision's streetlights, landscape lighting, irrigation systems, open space, monument entry signage, soundwalls, mini-parks, and art monuments. This District was formed prior to Proposition 218 and, therefore, does not have an escalator built into the annual rate.

There are 1,272 single-family dwelling units within the District, and it is one of the older Districts in the city. In early 2025, the District pursued the Proposition 218 reassessment process; however, the resulting ballot measure did not receive sufficient support, with voters opposing the assessment. The District is increasingly unable to keep pace with rising operational and maintenance costs, which have placed significant strain on its financial resources. The District maintains the aforementioned improvements along the frontages and medians of Iron Point Road, Blue Ravine Road, Turnpike Drive, Black Diamond Drive, and Natoma Station Drive. In addition

to maintaining these areas, the District is responsible for servicing costs for irrigation, water, and electricity to the street and landscape lights.

Revenue from the existing assessment (approximately $170,000 annually) is allocated yearly to maintain the District's features. The existing per-unit rate of $91.70 has not been increased since it was established over 36 years ago. Approximately 37% of the budget currently covers scheduled and unscheduled landscape maintenance; 9% to streetlight maintenance and supplies; 23% to water and electricity; and 31% to incidental cost (non-landscape contract services, electrical repairs, vandalism response/repairs, hazard tree removal, sidewalk repair, yearly backflow testing, preparation of Engineer's Reports, publications/mailings, staff, overhead, county auditor fee). The existing revenue from collected assessments has been unable to fund the expected day-to-day unscheduled costs, such as irrigation repairs and plant/tree replacements, as well as not being able to set aside funds for life-cycle costs in the District.

The primary objective of forming a new District to replace the existing District is to specifically provide the level of service originally intended, address deferred maintenance of the improvements within the District, plan for life-cycle replacements and repairs for years into the future, and provide for an annual inflationary adjustment as needed. Such deferred items include outdated and un-centralized irrigation systems, replacement of missing landscaping, addressing tree care, and implementing water conservation measures such as replacing dead/dying trees and shrubs with water-wise plantings and LED streetlight retrofits. Should the new Landscaping and Lighting District be formed, it is proposed to complete many of the deferred maintenance improvements over the first few years, as well as embark on the phased replacement plan for the older landscape areas.

Staff conducted community outreach meetings on May 20, 2025, and May 28, 2025, to inform property owners of the results of the failed assessment and to solicit input regarding potential next steps, including interest in initiating a subsequent reassessment in accordance with Proposition 218. Based on feedback from community outreach meetings and subsequent communications, a majority of participating property owners supported pursuing another assessment effort. In response to this demonstrated interest, staff initiated a reassessment process in accordance with the requirements of Proposition 218 and applicable state law. As part of the process to form a new assessment District, staff initiated a public outreach program for the Natoma Station community with two public meetings that were held on January 22, 2026, and January 29, 2026. The intent of the meetings was to discuss the option proposed to address the District's financial condition and develop a viable option that will ultimately be voted on and approved (or denied) by the property owners within the District. Staff presented an option for the District utilizing the trips method of apportionment. This proposal would create a new District that consolidates and replaces the existing District. This new District would cover the regular maintenance and servicing of the District assets, cover the deficit, address all deferred maintenance, and provide some enhancements. There was a thoughtful discussion to ensure those in attendance had their questions answered. As a result of these two public meetings, those in attendance were supportive of the proposed option for the District; as such, it will be the option to appear on the ballot for the entire community to vote on.

In addition, the City's website includes information about the proposed assessment, and staff have spoken with numerous residents by phone and email about the proposed District. City staff have distributed information about the new District via mail, e-news, the City Website, and social media. Staff's presentations for the community outreach meetings have been uploaded to the City's website for community members who could not attend.

This report and resolution are being submitted for City Council review and approval. The preliminary Engineer's Report is prepared in accordance with Proposition 218 and the Streets and Highways Code. It includes the following: plans and specifications, estimated costs and budgets, method of apportionment, the assessment for Fiscal Year 2026-2027, and the assessment diagram.

The property owners of Natoma Station Landscaping and Lighting District will be receiving a ballot to vote on the proposal to form a new assessment District in late February. The Public Hearing is set for April 28, 2026, which will provide the required 45-day period for the District property owners to consider the proposed assessment. At the public hearing, ballots will be counted and, in the absence of a majority protest against the imposition of a new assessment, the City Council may consider approving a resolution to approve the Final Engineer's Report, form the District, and authorize the levy and collection of the new assessments. The proceeding for the formation of a new assessment District shall be abandoned if a majority protest exists.

FINANCIAL IMPACT

The maximum assessment amount is calculated as the total cost of improvements, less the portion attributable to general benefit in accordance with Proposition 218. The general benefit of $53,617.44, determined to be 15.095% of total improvement costs, includes benefits to the broader community, including Sheldon Park and Mann Park. In addition to the funding for this general benefit portion, the City will contribute an additional $30,492.10 annually from the General Fund (Fund 010) to further offset general benefit costs associated with Sheldon Park and Mann Park. The total maximum amount to be assessed in Fiscal Year 2026-2027 is $527,371.40. The remaining costs of the District will be funded through the assessment and will directly benefit properties within the District boundaries.

ENVIRONMENTAL REVIEW

The formation of a financing District, maintaining and servicing existing landscaping and lighting improvements, is not a project under the California Environmental Quality Act. No environmental review is required.

ATTACHMENTS

1. Resolution No. 11548 – A Resolution Approving the Preliminary Engineers Report, Declaring the Intention to Order the Formation of the Natoma Station Maintenance Assessment District No. 2025-2, to Levy and Collect Assessments, to Provide Notice of Public Hearing and Direct the Mailing of Assessment Ballots Within the Proposed District in the City of Folsom

2. Preliminary Engineer's Report – Natoma Station Maintenance Assessment District No. 2025-2

3. Map of Assessment District- Natoma Station Maintenance Assessment District No. 2025-2

Submitted,

Kelly Gonzalez, Director
Parks & Recreation Department

Attachment 1

RESOLUTION NO. 11548

A RESOLUTION APPROVING THE PRELIMINARY ENGINEER'S REPORT, DECLARING THE INTENTION TO ORDER THE FORMATION OF THE NATOMA STATION MAINTENANCE ASSESSMENT DISTRICT NO. 2025-2, TO LEVY AND COLLECT ASSESSMENTS, TO PROVIDE NOTICE OF PUBLIC HEARING AND DIRECT THE MAILING OF ASSESSMENT BALLOTS WITHIN THE PROPOSED DISTRICT IN THE CITY OF FOLSOM

WHEREAS, the City of Folsom proposes to establish a benefit assessment district known as the Natoma Station Maintenance Assessment District No. 2025-2 ("District"), pursuant to the Landscaping and Lighting Act of 1972 (Part 2 of Division 15 of the California Streets and Highways Code) (hereafter referred to as the "Act"); and,

WHEREAS, the proposed District is established to provide for the levy and collection of assessments to pay the maintenance, operation and servicing of the improvements and facilities in the District that provide both direct and special benefits to the properties within the District; and,

WHEREAS, the procedures for the proposed assessment District formation provides owners of property within the District with the opportunity to submit ballots for the proposed District formation and assessment levies that would fund the installation, maintenance, and servicing of the public improvements; and

WHEREAS, should the proposed new District be approved by a protest ballot proceeding, the new District shall replace the existing Natoma Station Landscape and Lighting District; and,

WHEREAS, the City of Folsom retained NBS as engineer of record for the purpose of assisting with the formation and annual levy of the District, and to prepare and file a report with the City Clerk in accordance with the Act; and

WHEREAS, Pursuant to Section 22605(d) of the Streets and Highways Code, the original Natoma Station Landscaping and Lighting District will be consolidated with the Natoma Station Maintenance Assessment District No. 2025-2; and,

WHEREAS, Pursuant to Section 22611 of the Streets and Highways Code, all assets, liabilities, revenues, expenses and installments of the original Natoma Station Landscaping and Lighting District shall be transferred to, and assumed by, the Natoma Station Maintenance Assessment District No. 2025-2 for the continued maintenance and servicing of the improvements.

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

1. **Intention:** The City Council hereby declares its intention to order the formation of the Natoma Station Maintenance Assessment District No. 2025-2, pursuant to Article XIIID of the California Constitution and the Landscaping and Lighting Act of 1972, and to levy and collect assessments to pay for the costs of services and improvements described in Section 6 of this Resolution.

2. **Preliminary Engineer's Report:** A Preliminary Engineer's Report for the formation of the District has been made and filed with the City Clerk. The City Council has reviewed and considered the Preliminary Engineer's Report and deems it sufficient. The City Council hereby approves the Preliminary Engineer's Report.

3. **Calling a special ballot proceeding:** Pursuant to California Constitution Articles XIIIC and XIIID, (hereafter referred to as the "Proposition 218"), an assessment ballot proceeding is hereby called on behalf of the District on the proposition of levying the assessments and the assessment range formula to allow for reasonable inflationary increases within the District.

4. The assessment ballot proceeding for the District on the proposition of authorizing the assessments and the assessment range formula to allow for reasonable inflationary increases, pursuant to Section 4, Sub-Section 4 (c and d) of Proposition 218 consists of a ballot and mailed notice, distributed to the property owners of record within the District as of the County's last equalized roll. Each property owner's vote is weighted by the amount of their proposed assessment and may return the ballot by mail or in person to the City Clerk not later than the conclusion of the Public Hearing on April 28, 2026. At the Public Hearing, pursuant to Section 4, Sub-Section 4 (e) of Proposition 218 the agency shall tabulate the ballots to determine if a majority protest exists. The ballots shall be weighted according to the proportional financial obligation of the affected property. A majority protest exists if, upon the conclusion of the Public Hearing, ballots submitted in opposition to the assessments exceed the ballots submitted in favor of the assessments.

5. **District Boundaries**: The boundary of the District is generally described as follows: within the City of Folsom, bound by Folsom Boulevard to the west from Blue Ravine Road to the El Dorado Freeway to the south, connecting to Iron Point Road, and west of Prairie City Road, described in more detail in the Preliminary Engineer's Report for Natoma Station Maintenance Assessment District No. 2025-2.

6. **Description of Improvements:** A detailed description of the improvements can be found in the Preliminary Engineer's Report. Generally, the improvements within the District may include, but are not limited to:

(1) the maintenance, operation, and servicing of street trees and other landscaping throughout the boundary of the District, including but not limited to groundcover, turf, trees, weed, and pest management; shrubs, planters, street medians in the public right of way as well as open space, trails and green belt areas dispersed throughout the District; and may also include sidewalk and hardscape improvements, entry monuments and associated

appurtenant facilities. Eligible District costs may include, but are not limited to, personnel, furnishing electrical energy, utilities such as water, refuse and gas, materials, contracting services, and other items necessary for the satisfactory operation of these services;

(2) the maintenance, operation, and servicing of street lighting, including theme light poles, ornamental lighting, and other appurtenant facilities in the public right-of-way areas throughout the boundary of the District. The improvements are generally described as the maintenance, operation, and servicing of public street lighting facilities, including all works or improvements used or useful for the lighting of any public places, including ornamental standards, luminaires, poles, supports, tunnels, manholes, vaults, conduits, pipes, wires, conductors, guys, stubs, platforms, braces, transformers, insulators, contacts, switches, capacitors, meters, communication circuits, appliances, attachments, and appurtenances;

(3) the maintenance, operation, and servicing of Public Art within the District. Costs include, but are not limited to, personnel, supplies, contracting services, and other expenses necessary for the satisfactory maintenance of these art pieces located at village entries and mini parks.

7. **Proposed Assessment Amounts:** For Fiscal Year 2026/27, the proposed assessments are outlined in the Preliminary Engineer's Report, which details the annual assessments and formula.

8. **Public Hearing(s):** The City Council hereby declares its intention to conduct a Public Hearing concerning the formation of the District and the initial levy of assessments, as well as its intention to conduct Public Hearings annually, post District formation, concerning the continuing levy of assessments for the District in accordance with the Act.

9. **Notice:** The City shall give notice of the time and place of the Public Hearing to all property owners within the District by mail and cause the publication of this Resolution once in the local newspaper for two consecutive weeks not less than ten (10) days before the date of the Public Hearing, and by posting a copy of this Resolution on the official bulletin board customarily used by the City Council for the posting of notices. Property owners will be provided an assessment ballot to approve or protest the proposed assessment and the assessment range formula to allow for reasonable inflationary increases. Ballots must be received prior to the conclusion of the Public Hearing, at which they will be tabulated. At the Public Hearing, all interested persons shall be afforded the opportunity to hear and be heard.

10. **Notice of Public Hearing:** Notice is hereby given that a Public Hearing on these matters will be held by the City Council at 6:30 p.m. on April 28, 2026, or as soon thereafter as feasible at City Council Chambers, 50 Natoma Street, Folsom CA 95630.

11. The City Clerk is hereby authorized and directed to give notice of such hearing as provided by law.

PASSED AND ADOPTED this 10th day of February, 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

CITY OF FOLSOM

Preliminary Formation and Annual Engineer's Report For:

Natoma Station Maintenance Assessment District No 2025-2

Fiscal Year 2026/27

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1. Introduction

1.1 District History

The property owners of Natoma Station in the City of Folsom ("City") desire to fund the operation, enhanced service levels of maintenance and servicing of certain landscaping, street lighting, parks and public art as described in Section 2 of this Report through an annual assessment. The proposed assessment is subject to the substantive and procedural requirements described in Section 4, Article XIII D of the California Constitution ("Article XIII D"). The assessment is authorized pursuant to the Landscaping and Lighting Act of 1972 (Streets and Highways Code Section 22500, *et seq.*) ("the "Act").

The Natoma Station area currently has an assessment district which was established in 1990 to provide a source of funding for the ongoing operation, maintenance, and servicing of landscaping, street lighting, parks, public art, and other improvements within the district. However, while costs have continued to increase and the district has continued to build out and add additional trees, landscaping and street lighting, there has not been an increase in the assessment rate as there is no inflator.

As the existing assessment district revenue does not provide sufficient funding for the services and improvements, the City proposes to form a new assessment district that is intended to fund ongoing annual maintenance, operation, and servicing of the landscaping, street lighting, public art, and other improvements; reserve funds for replacement and repair of the improvements; administrative expenses; and an allowance for an annual inflator so the assessment rate may be increased over time as costs increase, without conducting a new ballot proceeding. The proposed assessment district is the Natoma Station Maintenance Assessment District No. 2025-2 ("District"). If approved, the District will replace the existing assessment district beginning in Fiscal Year 2026/27.

1.2 Legislative Context

In 1996, California voters adopted Proposition 218, known as the "Right to Vote on Taxes Act," which added Articles XIII C and XIII D to the California Constitution. Article XIII D established new substantive and procedural requirements on agencies for levying assessments, being levies on real property by an agency for a special benefit conferred upon the real property. "Special benefit" is defined in Article XIII D as "a particular and distinct benefit over and above general benefits conferred on a real property located in the district or to the public at large."

Article XIII D imposes five basic substantive requirements on assessments:

(1) All parcels that will have a special benefit conferred upon them and upon which an assessment will be imposed must be identified;
(2) The general benefits must be distinguished from the special benefits conferred on the parcels;
(3) The proportionate special benefit derived by each identified parcel must be determined in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the property-related service being provided;

(4) The amount assessed to a parcel must not exceed the reasonable cost of the proportional special benefit conferred on that parcel and must not include any costs attributable to the general benefit; and

(5) Parcels within a district that are owned or used by any agency, the State of California or the United States shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit.

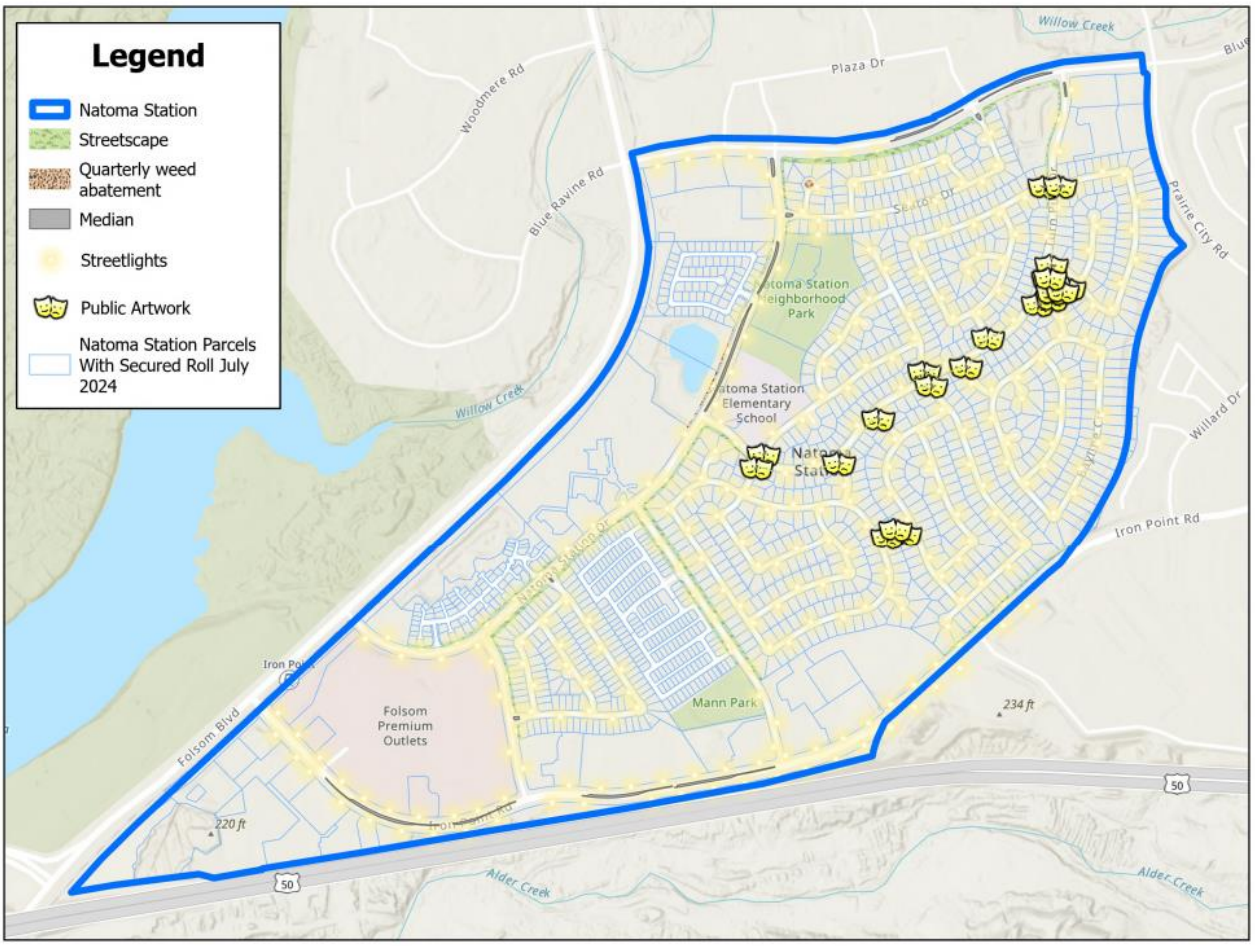
Article XIII D also imposes procedural requirements on assessments, which include preparing an engineer's report, providing written notice of the proposed assessment and public hearing to property owners, holding a public hearing, and providing for a protest ballot proceeding.

2. Improvements

The assessments will fund the following maintenance, operation, and servicing activities related to the following improvements:

- Landscaping
- Street Lighting
- Park Maintenance
- Public Art

The maintenance, operation, and servicing activities listed above are collectively referred to as the "Improvements." A general illustration of the location of the Improvements is shown below, and the Assessment Diagram can be found in Section 8.



For illustration purposes only, not an official map.

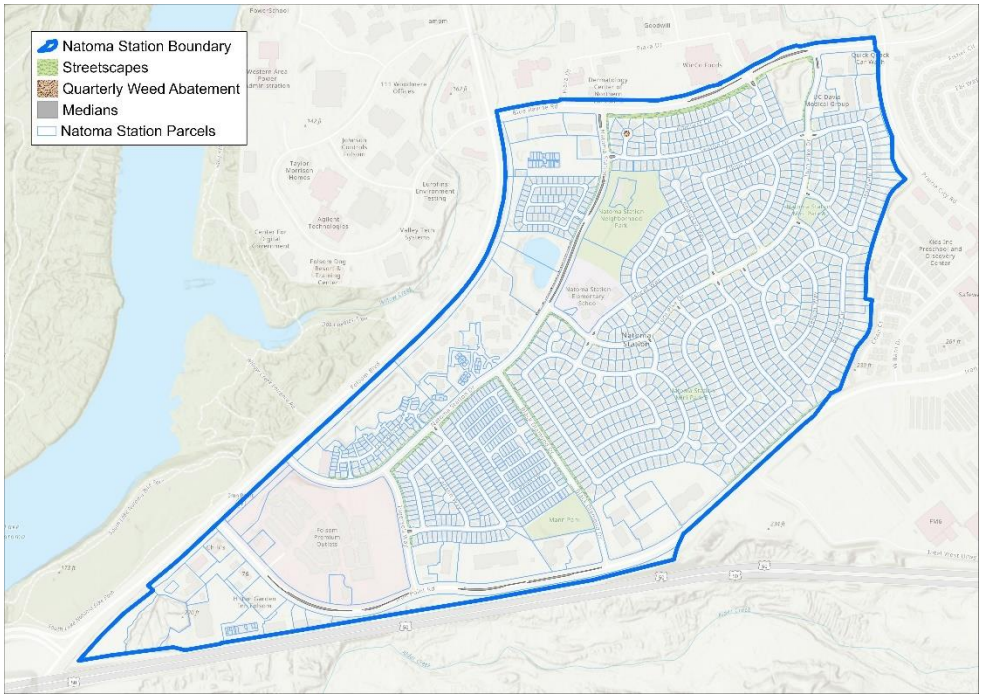
2.1 Landscaping and Park Maintenance

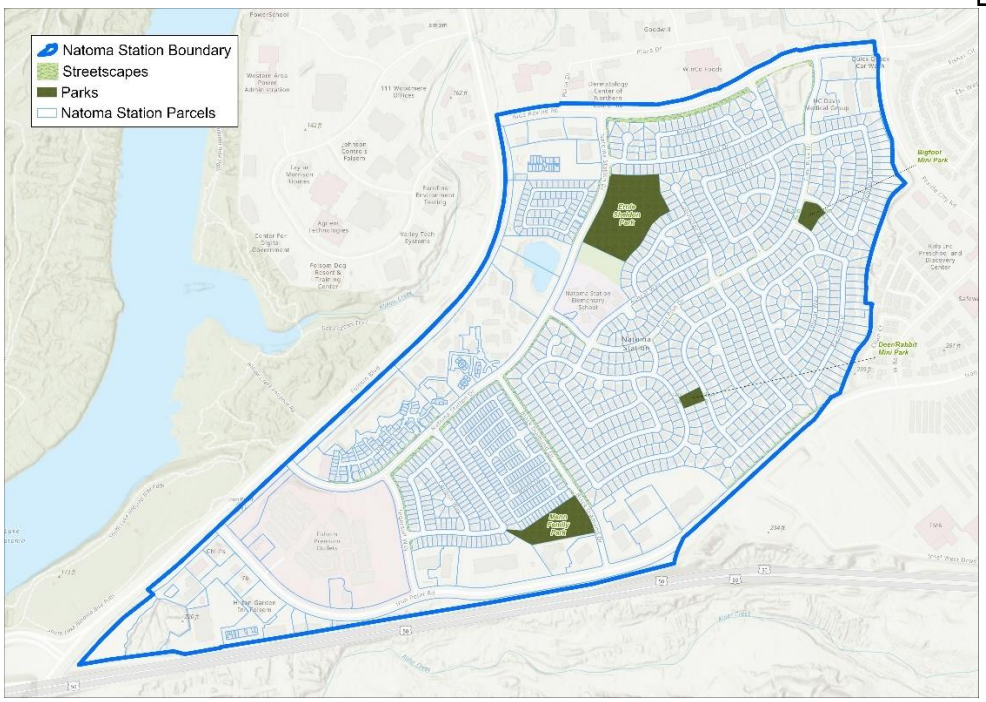
The Improvements include the maintenance, operation, and servicing of street trees and other landscaping throughout the boundary of the District including but not limited to: groundcover, turf, trees, weed and

pest management; shrubs, planters, street medians in the public right of way as well as open space, trails and green belt areas dispersed throughout the District; and may also include sidewalk and hardscape improvements, entry monuments and associated appurtenant facilities. Eligible District costs may include, but are not limited to personnel, furnishing electrical energy, utilities such as water, refuse and gas, materials, contracting services, and other items necessary for the satisfactory operation of these services.

The general location of the Improvements within the District is shown in the illustration above. The maintenance, operation and servicing of the landscaping generally includes the following:

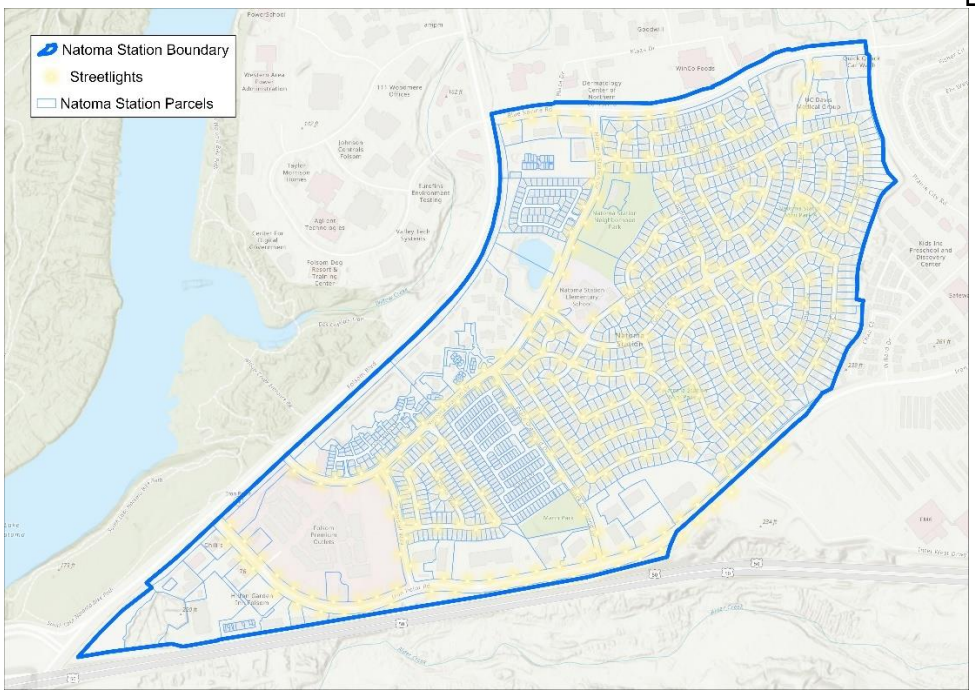
1. 9.37 acres of streetscapes
2. 7 large entry monument signs
3. 10,200 linear feet of 6' sound wall
4. 1,045 linear feet of iron fencing
5. 9.1 acres of open space
6. 2 mini parks
7. 2 community parks
8. 16 irrigation controllers
9. 37 backflows
10. 27 corner pillars (between fences)
11. Redwoods on Black Diamond Drive
12. Open space/basin maintenance
13. Overall maintenance of sidewalks (pressure washing, crack filling, etc.)
14. Tree maintenance
15. Painting, replacing park light poles
16. Replacing obsolete, inefficient, and aging infrastructure with new industry-standard equipment
17. Sufficient funding for current and future maintenance and replacement costs





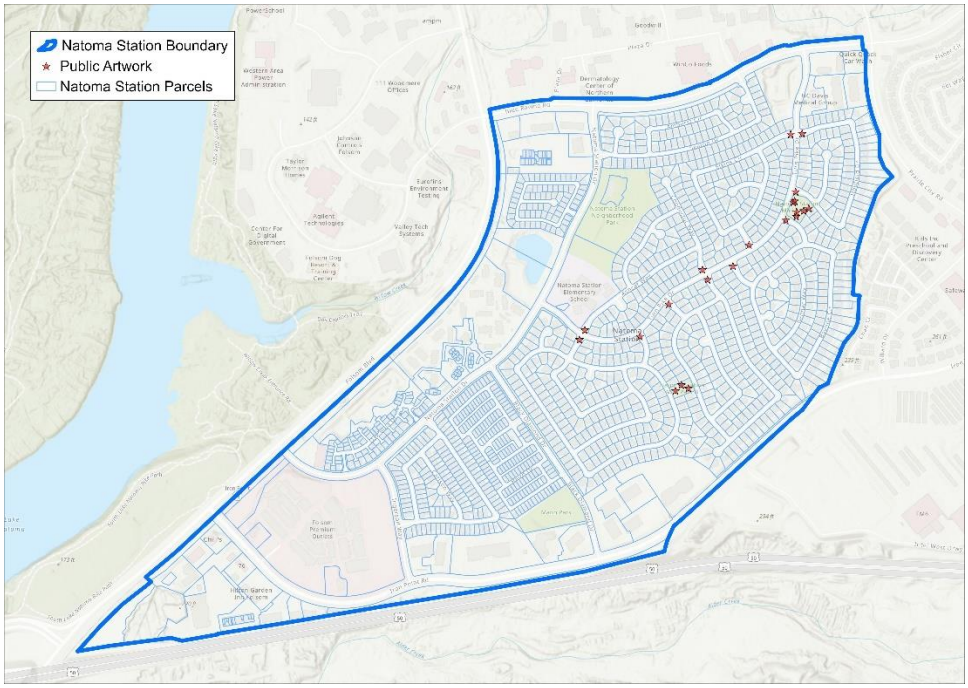
2.2 Street Lighting

The Improvements include the maintenance, operation, and servicing of street lighting, including theme light poles, ornamental lighting and other appurtenant facilities in the public right of way areas throughout the boundary of the District. The Improvements are generally described as: maintenance, operation, and servicing of public street lighting facilities, including all works or improvements used or useful for the lighting of any public places, including ornamental standards, luminaires, poles, supports, tunnels, manholes, vaults, conduits, pipes, wires, conductors, guys, stubs, platforms, braces, transformers, insulators, contacts, switches, capacitors, meters, communication circuits, appliances, attachments, and appurtenances. Maintenance, operation, and servicing includes, but is not limited to, personnel, furnishing utilities, electrical energy and timing/switching, lamp changing, emergency services, pole painting, fixture cleaning, glassware replacement, and rehabilitation, which includes modernization and replacement of systems; repairs including poles, conduit, wiring and fusing, and fixtures repair and replacement; contracting services and other items necessary for the satisfactory operation of these services. Currently, there are 296 total streetlights within the District.



2.3 Public Art

The Improvements include the maintenance of public art pieces found in the boundary of the District. The City has 28 public art pieces, 21 of which are located within the District. The District will fund costs in connection with the maintenance of the public art pieces including, but not limited to, personnel, supplies, contracting services, and other expenses necessary for the satisfactory maintenance of these art pieces located at village entries and mini parks.



3. Special Benefits

The Improvements will confer special benefits upon certain parcels within the proposed District based upon the parcel characteristics described in Section 5. This section provides a description of those special benefits.

Improvement	Benefit(s)
Landscaping, Parks, Public Art, and Street Lighting	Improved Aesthetics and Livability and Improved Safety Improved Safety and Accessibility

3.1 Improved Aesthetics and Livability

The aesthetic benefit relates to the increase in the overall aesthetics as a result of the ongoing maintenance, operation, and servicing of the Improvements within the District. Specifically, landscaping, parks and public art are believed to create a more beautiful, aesthetically pleasing environment within a community, and they enhance the overall image and desirability of the properties within the area. A study by the University of Georgia found "People's preferences for locating areas of social interactions in calming, beautiful, and nature-dominated areas revolve around the presence of community trees and forests" (Coder, 1996). The same study noted "Large old street trees were found to be the most important indicator of attractiveness in a community" (Coder).

Conversely, "appeal decreases when Improvements are not well maintained, unsafe, or destroyed by vandalism" (The Victoria Transportation Institute, 2011). Streetscapes and public art have a significant effect on how people view and interact with their community. With streetscapes that are safe and inviting, and public art that is well maintained, people are more likely to walk, which can help reduce automobile traffic, improve public health, stimulate local economic activity, and attract residents and visitors to the community. Therefore, the landscaping and public art Improvements will confer aesthetic benefits to properties in close proximity.

Livability is a measurement of the factors that add up to a community's quality of life, including but not limited to the built and natural environments, economic prosperity, social stability and equity, cultural, entertainment and recreation possibilities. The Victoria Transport Policy Institute explains that "Livability is largely affected by conditions in the public realm, places where people naturally interact with each other and their community..." In addition, the presence of natural areas and green landscapes are positively related to neighborhood satisfaction (Kearney, 2006). The presence of street trees has been shown to encourage increased physical activity and increased social cohesion in the urban environment (VanDillen et al., 2011). Therefore, the street trees and other landscaping will confer livability benefits to property within the District.

Additionally, street lighting contributes to the aesthetic appeal of neighborhoods and supports local economies by making non-residential areas more inviting. In fact, the streetlights themselves can contribute to the overall aesthetic of an area. According to an American Gas Lamp Works article titled Replacing Street Lights for Brighter and Safer Communities, "Well-lit streets aren't just a convenience – they're essential for a thriving community. Streetlights create a welcoming ambiance that invites people to linger in public

spaces, supporting businesses and creating a cozy sense of belonging. Even the look of the streetlights themselves contributes to the overall aesthetic of a neighborhood."

3.2 Improved Safety and Accessibility

The Improvements will provide a measure of safety for pedestrian and vehicular traffic within the District. "Published studies having different methodologies tend to converge on an overall average reported 20% to 30% reduction in nighttime crash risk from lighting" (Rea et al., 2009). This is of particular importance in a residential area where pedestrians are likely to be present during nighttime hours. The same report also states, "… lighting has a positive effect on reducing crime ..." The increased level of visibility, during these darker periods of the day, will reduce opportunities for potential vandalism and other property-related crimes. As further detailed, "Lighting has a positive effect on reducing crime and the positive benefits are similar to those observed for roadway lighting reducing crashes." The creation of a cohesive neighborhood is also accomplished by lighting in that "lighting may send a message that goes beyond visibility as a means for providing a community with crime-reducing benefit" (Rea et al., 2009).

Additionally, landscaping can improve safety in a community. Well-kept areas can help mitigate crime, including vandalism and speeding, enhancing pedestrian and vehicle safety. Proper drainage can prevent roadway flooding, helping to reduce accidents during weather events. According to Comparison of Safety Performance of Urban Streets Before and After Landscaping Improvements, "appropriately landscaped roadside scenes may have influence on travel-related stress recovery. In addition, it was revealed that landscaped center strips or median planting appears to reduce perceived land width and therefore, discourage speeding. Generally, the discouraged speed is one of the contributing factors of decreases in crash rates or pedestrian accidents on streets" (Mok et al., 2003). Therefore, the landscaping Improvements will confer safety benefits.

The Improvements will also provide improved accessibility benefits to assessable parcels where street lighting is provided along the access route. The usefulness of a parcel cannot be realized unless it is accessible. Thus, improving the accessibility of a parcel through proper street lighting can improve its utilization. The street lighting improvements will help improve access for emergency response vehicles as well. Efficient and timely response to emergencies is a critical component to the effectiveness of emergency response. It is reasonable to conclude that the maintenance, operation and servicing of street lighting will improve emergency response efficiency in the District. Therefore, the operation, maintenance and servicing of the street lighting improvements will confer accessibility benefits to property within the District.

4. Separation and Quantification of General Benefits

As described above, only special benefits are assessable; therefore, to assess only special benefits, the general benefits resulting from the Improvements must be separated and quantified. This section describes the process used to separate and quantify the general benefits.

4.1 General Benefit Analysis

As detailed below, it is estimated the Improvements will confer an Overall General Benefit of 15.095%. The amount of general benefit that is provided by the District's maintenance activities cannot be funded via property owners' assessments.

GENERAL BENEFIT: VEHICLES PASSING THROUGH THE DISTRICT

Traffic volume is utilized to help determine special benefits accruing to the District as opposed to the general benefits received by the public at large from the Improvements. As a result of the Improvements, there will be a level of general benefit conferred to pass-through vehicle traffic related to properties outside of the District whose occupants do not intend to access property within the District. As such, the benefit derived by pass-through vehicle traffic needs to be quantified. The percentage of pass-through vehicle traffic is calculated by comparing the estimated daily District generated vehicle trips to the total roadway design capacity, as detailed below.

In order to determine the average daily trips generated by parcels located within the District, the Institute of Transportation Engineer's (ITE) Trip Generation Handbook was utilized to estimate the average daily trip ("ADT") counts by land use classification for each parcel. Per the ITE Trip Generation User's Guide, a "Trip" is defined as a "single or one-direction vehicle movement with either the origin or the destination (exiting and entering) inside a study site. For trip generation purposes, the total trips for a land use over a given period of time are the total of all trips entering plus all trips exiting a site during a designated time period." The ADT rates used in this analysis are shown in the table on the following page and came from ITE Trip Generation Manual (11th Edition). Any future changes to a parcel's land use classification resulting in changes to the parcel's ADT rates will be based on the values found in the 11th Edition of the ITE Trip Generation Manual or the current edition as may be released from time to time, or similar manual in the event the ITE Manual is no longer published at the time of calculation. It should be noted that while Undeveloped/Utility Land Use Classifications may potentially utilize the Improvements on a limited basis, the ITE Manual does not provide ADT rates for these land uses. Therefore, the trip generation for these Land Use Classifications is zero.

TABLE 1. AVERAGE DAILY TRIP GENERATION WITHIN THE DISTRICT

Institute of Transportation Engineer's (ITE) Value(s)	Average Daily Trip Rate	Rate Per	Estimated Daily District Vehicle Trips
210 – SFR Detached Housing	9.43	Dwelling Unit	11,985.53
220 – MF Housing (Low Rise)	6.74	Dwelling Unit	2,183.76
310 – Hotel	7.99	Rooms	799.00
311 – All Suites Hotel	4.40	Rooms	369.60
445 – Movie Theater	28.00	1,000 bldg. sq. ft. GFA	1,501.05
520 – Elementary School	2.27	Student	1,041.93
565 – Day Care	47.62	1,000 bldg. sq. ft. GFA	483.06
710 – General Office Building	10.84	1,000 bldg. sq. ft. GFA	925.27
720 – Medical-Dental Office Building	36.00	1,000 bldg. sq. ft. GFA	580.97
750 – Office Park	11.07	1,000 bldg. sq. ft. GFA	5,007.15
822 – Strip Retail Plaza (<40k)	54.45	1,000 bldg. sq. ft. GFA	4,617.75
823 – Factory Outlet Center	26.59	1,000 bldg. sq. ft. GFA	7,634.81
930 – Fast Casual Restaurant	97.14	1,000 bldg. sq. ft. GFA	1,404.83
932 – High Turnover (Sit Down) Restaurant	107.20	1,000 bldg. sq. ft. GFA	598.82
934 – Fast Food Rest w/ Drive Thru	467.48	1,000 bldg. sq. ft. GFA	3,316.30
945 – Convenience Store/Gas Stations	265.12	Vehicle Fueling Positions	4,241.92
948 – Automated Car Wash	77.50	Car Wash Tunnel	77.5
			46,769.25

Therefore, the number of estimated daily trips generated by the District is 46,769.25. The next step is to estimate the number of pass-through vehicle trips passing through the District.

Roadway design capacity is a critical element that affects trip distribution and was utilized in this analysis to estimate the number of daily vehicle trips passing through the District. From a visual inspection of the District, the primary higher functional classification roadways serving the District parcels are Folsom Blvd, Iron Point Rd and Blue Ravine Rd. Roadway design capacities were estimated based on the functional classification of the roadway, the number of lanes, and consultation with City staff. Roadway design capacity was calculated for the higher functional classification roadways (henceforth referred to as the "Major Roads") identified below in order to estimate the total daily traffic flow through the District.

TABLE 2. ROADWAY DESIGN CAPACITY THROUGH DISTRICT

Street	Roadway Classification	Roadway Design Capacity Through District (1)
Folsom Blvd.	Arterial	57,600
Iron Point Rd.	Arterial	50,400
Blue Ravine Rd.	Arterial	50,400
Total:		**158,400**

(1) Equals the design capacity of each roadway, reduced by 25% to recognize the City's "C" Level of Service. Breakdown by street name above.

Therefore, the estimated number of pass-through vehicle traffic related to properties outside of the District is 111,630.75 of the vehicle trips through the District.

TABLE 3. ESTIMATED PASS THROUGH VEHICLE TRIPS

Roadway Design Capacity Through District		Estimated District-Generated Vehicle Trips		Estimated Pass-Through Vehicle Trips
158,400.00 (1)	-	46,769.25	=	111,630.75

(1) Sum of streets in Table 2 above.

However, simply estimating the number of pass-through vehicle trips alone is not an accurate indication of the level of benefit accruing to these vehicles. Estimating the total amount of time these pass-through vehicles spend within the District, as compared to the actual properties permanently within the District, is a better indicator of the temporary benefits accruing to the pass-through vehicles.

To estimate the total time these pass-through vehicles spend within the District on a daily basis, we must take into account the total length of the District along major streets and the average speed limit of these streets (using the local speed limit):

TABLE 4. ESTIMATED TRAVEL TIME THROUGH DISTRICT

Street	Length (in Miles) Within District	Average Speed (MPH)	Travel Time (in Hours) Through District per Vehicle
Folsom Blvd.	1.282	55	0.023
Iron Point Rd	1.087	45	0.024
Blue Ravine Rd.	0.702	45	0.016
Total:	**3.071**		**0.063**

Applying the travel time through the District per vehicle of 0.063 hours to each of the pass-through vehicle trips results in a total pass-through time of 7,032.73 hours per day, in which vehicles passing through the District spend time in proximity to the Improvements:

TABLE 5.TOTAL PASS-THROUGH TIME

Travel Time (in Hours) Through District per Vehicle		Estimated Pass-through Vehicle Trips		Total Pass-through Time (in Hours)
0.063	x	111,630.75	=	7,032.73

The comparison of total daily pass-through time to the total time the District properties spend in permanent proximity to the Improvements provided through the District is shown below:

TABLE 6. TOTAL PASS-THROUGH PERCENTAGE

Time Class	Hours	Percentage
Total Pass-Through Time	7,032.73	17.46%
Total District Property Time(1)	33,240.00	82.54%
Totals	**40,272.73**	**100.00%**

(1) Equals the number of assessable properties within the District (1,385) multiplied by 24 (hours).

The percentage of time spent by pass-through vehicles driving through the District is 17.46%. However, this is not yet the percentage of general benefit accruing to occupants of pass-through vehicles. Not all pass-through vehicles will travel the full length of the District. Some may only travel within a portion of the District, while some may travel its full length. Furthermore, Mann Park and Ernie Sheldon Park are designed to accommodate visitors from a larger portion of the City than the Natoma Station neighborhood area. With sports fields and larger facilities, visitors travel from other areas to participate in activities and utilize the facilities for weekend sports games and similar activities that are generally at limited times. Therefore, a reduction factor of 25% is applied, or said conversely the total pass through percentage is multiplied by 75%. To recognize these reduced pass-through benefits and park usage benefits, the adjusted total pass-through percentage is calculated as follows:

TABLE 7. ADJUSTED TOTAL PASS-THROUGH PERCENTAGE

ITE Property Type	Estimated Daily Vehicle Trips
Total Pass-Through Percentage	17.46%
Reduction Factor for Length of Travel and Park Use	75.000%
Adjusted Total Pass-through Percentage	**13.095%**

The 13.095% adjusted total pass-through percentage is considered the general benefit accruing to vehicles passing through the District, as a result of the Improvements.

GENERAL BENEFIT: BICYCLE AND PEDESTRIAN TRAFFIC

According to the National Household Travel Surveys, an estimated 1% of all US trips are made by bicycle. According to Walk Score, the community received a bikeable rating of 64 out of 100 and there are several bike lanes scattered throughout the District. Additionally, 49% of bike trips are for recreation, exercise, and sports. As a result of the District maintenance Improvements, there will be a level of general benefit to bicycle traffic that is not associated with property in the District.

The commonly accepted distance people will walk for public transportation, goods and services is one-quarter mile. As a result of the District maintenance Improvements, there will be a level of general benefit to pedestrian traffic that is not associated with property in the District. According to Walk Score, the community is mostly dependent upon vehicles to navigate, with a low walk score of 36 out of 100. However, there are multiple forms of public transportation available throughout the District. A person living within proximity of the District boundary may decide to walk to a bus stop for public transportation.

As such the portion of general benefits resulting from the Improvements is estimated to be 1% from pass-through pedestrian and bicycle traffic.

GENERAL BENEFIT: LIGHT RAIL TRAFFIC

According to the United States Census Bureau, approximately 1% of workers in Sacramento County use public transportation as their means of transportation to work. Riders may also ride the light rails system for reasons other than work, however, according to Sacramento Regional Transit, more than 60% of trips occur during commute hours. As such the portion of general benefits resulting from the Improvements is estimated to be 1% from passthrough light rail traffic.

OVERALL GENERAL BENEFIT

To determine an Overall General Benefit percentage to apply to the District, it is necessary to combine the separately analyzed components of each of the general benefits described above. As the benefits conferred by the Improvements are independent of each other, it is appropriate to combine the individual general benefit percentages to determine a cumulative Overall General Benefit. The table below summarizes the Overall General Benefit for the District.

TABLE 8. OVERALL GENERAL BENEFIT

General Benefit Category	General Benefit %
General Benefit: Pass-Through Vehicle Traffic	13.095%
General Benefit: Pedestrians and Bicycles	1.000%
General Benefit: Light Rail	1.000%
Overall District General Benefit	**15.095%**

The general benefit, which is the percentage of the total budget that must be funded through sources other than assessments, is 15.095%. The special benefit, which is the percentage of the total budget that may be funded by assessments, is 84.905%.

5. Special Benefit Distribution

Once special benefits are identified, the cost of providing those special benefits must then be assigned, based on the estimated proportionate special benefit conferred to each parcel. The proportionate special benefit that each parcel derives from the District's Improvements is calculated based on an analysis of each parcel's physical characteristics and land use classification. This section describes the assignment of special benefit to each parcel.

5.1 Parcel Characteristics

The method of apportioning benefit to parcels within the District reflects the proportional special benefit assigned to each property as a result of the Improvements, based upon the various property characteristics for each parcel as compared to other properties within the District. As part of the special benefit analysis, various property characteristics were analyzed including lot size, building square footage, land use and trips generated. Given that the special benefits provided by the Improvements focus on livability, safety, and aesthetics, it was determined that land use and trip generation, which account for lot or building size as appropriate to the land use, are the most appropriate parcel factors. Each parcel's land use classification and average daily trips, as further detailed below, have been used as the primary assessment variables for the calculation and assignment of parcel factors.

5.2 Land Use Classifications

A parcel's land use will affect the special benefits received. Following the calculation of each parcel's characteristic factors above, Land Use Benefit Points were assigned. The benefit points correspond to the special benefits described in Section 3.

Each parcel within the proposed District boundary is assigned a land use classification to determine the special benefits received. Below is a description of the land use classifications to be assessed within the District.

- **Single-Family Residential Property** consists of parcels that have stand-alone residential dwelling units with their own lots intended for one family.
- **Non-Residential Property** consists of parcels used for non-profit or for-profit purposes, including but not limited to:
    - Commercial or industrial including, but not limited to retail, restaurants, commercial garages, private schools, churches, day care centers, gas stations, fast food restaurants, shopping plazas, hotels/motels, and parcels where goods are manufactured, warehoused, or distributed.
    - Office including government and public (excluding schools), medical, dental, and business parks.
- **Multi-Family Residential** consisting of a single parcel or group of parcels offered for rent or ownership, containing apartments, units of 5 or more, exclusively for residential purposes.
- **School Property** consists of parcels that have public schools and associated parking lots, recreational facilities, parks, and undeveloped and open space lands.

- **Undeveloped/Utility Property** consists of parcels with utility towers, communications lines, gas and electric lines and easements, water, sanitation and irrigation lines and towers, and other apparatus related to the operation of utility parcels as well as public parking lots.

There are currently a total of 1,458 parcels in the District. Of those parcels, 1,385 parcels have been identified as assessable parcels. Those 73 parcels in the District deemed to receive no benefit from the Improvements that are non-assessable include easements, dedicated open space, roads, common areas, parcels containing the Improvements themselves, and sliver parcels.

LAND USE BENEFIT POINTS

The table below summarizes the Land Use Benefit Points assigned to the various assessable land use classifications within the District:

TABLE 9. LAND USE BENEFIT POINTS

	Landscaping, Street Lighting, Parks and Public Art		
Land Use Classification	Aesthetics/ Livability	Safety/ Accessibility	Total Land Use Benefit Points
Residential (Single-Family & Multi Family)(1)	1.0	1.0	2.0
Non-Residential	0.8	0.8	1.6
School	0.50	0.50	1.0
Undeveloped/Utility	0.25	0.25	0.50

(1) Land Use Benefit Points per Equivalent Dwelling Unit.

Aesthetics & Livability: The Aesthetic and Livability Benefits conferred by the Improvements are universal benefits for all land use classifications. The benefit of visual appeal is not restricted to a particular land use. A more attractive public environment benefits all parcels irrespective of land use classification. As noted in Section 3.1, the Improvements are believed to create a more beautiful, aesthetically pleasing and more livable environment within the District, and they enhance the overall image and desirability of the properties within the District. Accordingly, each assessable Residential parcel will be assigned 1.0 Aesthetic/Livability Benefit Point and each assessable Non-Residential parcel will be assigned 0.8 Aesthetic/Livability Benefit Points. School parcels are assigned 0.50 Aesthetic/Livability Benefit Points and Undeveloped/Utility parcels are assigned 0.25 Aesthetic/Livability Benefit Points.

Safety & Accessibility: The Safety and Accessibility Benefits conferred by the Improvements are common benefits for all land use classifications within the District. Safety and accessibility can be thought of as an essential need for the use and enjoyment of property. As noted in Section 3.2 the Improvements will provide a measure of safety and accessibility for pedestrian and vehicular traffic within the District. Accordingly, each assessable Residential parcel will be assigned 1.0 Aesthetic/Livability Benefit Point and each assessable Non-Residential parcel will be assigned 0.8 Aesthetic/Livability Benefit Points. School parcels are assigned 0.50 Aesthetic/Livability Benefit Points and Undeveloped/Utility parcels are assigned 0.25 Aesthetic/Livability Benefit Points.

5.3 Trip Factor

The use of a Trip Factor provides a way of relating each parcel that receives special benefits from the Improvements to the other parcels in the District, proportionally. Using Single-Family Residential property as the basic unit, other Land Use Classifications are then compared to a Single-Family Residential property. The basic calculation for each parcel's Trip Factor is shown below:

Parcel's Assigned Average Daily Trips	/	Single Family Residential Average Daily Trips (9.43)	=	Parcel's **Trip Factor**

As discussed in Section 4.1, Average Daily Trips are assigned to each parcel according to the Institute of Transportation Engineer's (ITE) Trip Generation Handbook. The Trip Factor for each parcel is then calculated according to the above formula. For the Non-Residential Land Use Classification, the Trip Factor is then adjusted to reflect the fact that those Non-Residential parcels are destinations in and of themselves that are located on the exterior of the District with primarily lighting improvements fronting the parcels. The Non-Residential parcel Trip Factor is multiplied by 5%.

5.4 Total Benefit Points

The calculation of Total Benefit Points for each parcel considers each component analyzed and described above: Trip Factor and Land Use. The formula for determining each parcel's Total Benefit Points is as follows:

(	Trip Factor	)	X	Total Land Use Benefit Points	=	Special Benefit Points

The Total Special Benefit Points are computed for each parcel in the District and summed. The Total District Special Benefit Points are 3,278.44. These Total Special Benefit Points are used to determine the proposed assessment amounts on each parcel.

6. Budget

The following table summarizes the estimated annual costs to fund the Improvements for Fiscal Year 2026/27:

TABLE 10. FISCAL YEAR 2026/27 ESTIMATED BUDGET

Description	Amount
GENERAL MAINTENANCE COSTS	
Scheduled	$126,000.00
Unscheduled	28,710.00
Parks	84,110.00
Streetlights	16,500.00
Irrigation	19,250.00
SERVICE COSTS	
Electrical	$25,630.00
Water	55,000.00
Subtotal	**$355,200.00**
INCIDENTAL COSTS	
Professional Services (ER & IP)	$1,000.00
Contract Services (all other)	63,000.00
Staff	39,126.39
Overhead	3,805.00
County Auditor Fee	807.04
INSTALLMENT COSTS	
Short-Term Installment Plan	$72,533.33
Long-Term Installment Plan	76,014.99
Subtotal	**$256,286.75**
Total Cost of Improvements	**$611,486.75**

6.1 Maximum Amount to be Assessed

The total maximum amount to be assessed upon the specially benefitting assessable parcels is the total cost of the Improvements, as detailed above, less the portion of costs attributable to General Benefit as detailed in the Separation and Quantification of General Benefits section. The calculation of the balance to be assessed is shown on the following page:

TABLE 11. BREAKDOWN OF MAXIMUM TO BE ASSESSED

Description	Amount
Total Cost of Improvements	$355,200.00
Less General Benefit Portion (15.095%)	(53,617.44)

Description	Amount
Plus District Administrative & Incidental Costs	$256,286.75
Less Additional City Contribution	(30,492.10)
Less Rounding [1]	(5.81)
Total Amount to Be Assessed in FY 2026/27	**$527,371.40**

(1) The final assessment rates in Section 9 have been truncated to two decimal places.

Each year the estimated budget may change, which will cause a corresponding change in the dollar amount of general benefit. However, the general benefit percentage will remain at 15.095% in future years.

6.2 FY 2026/27 Maximum Assessment Rate

The Maximum Assessment Rate per Special Benefit Point is calculated by dividing the total costs to be Assessed by the total Special Benefit Points assigned to the parcels within the District for the Improvements. The following formula provides the assessment rate per Special Benefit Point for the Improvements.

Total Improvement Costs to be Assessed	/	Total Special Benefit Points	=	**Maximum Assessment Rate per Special Benefit Point**
$527,377.21		3,278.44		**$160.8622**

The Maximum Assessment Rate per Special Benefit Point for the Improvements is then multiplied by each parcel's total special benefit points to determine the maximum assessment amount per parcel.

6.3 Annual Maximum Assessment Rate Inflation

Each parcel's maximum assessment is determined by multiplying the maximum assessment rate per special benefit point by the parcel's total special benefit points. If the total special benefit points for all assessable parcels in the District change in future years, the maximum allowable annual assessment rate per special benefit point will not be recalculated. The maximum allowable annual assessment rate per special benefit point, plus the annual cost of living inflator, will remain fixed. The actual annual assessment rate per special benefit point will be calculated by dividing the fiscal year's total cost of Improvements to be assessed by the total special benefit points, not to exceed the maximum allowable annual assessment rate per special benefit point for that fiscal year. The maximum allowable assessment rate per special benefit point is escalated each year on July 1 by the annual change in the February-to-February Consumer Price Index for all Urban Consumers, for the San Francisco-Oakland-Hayward CA area ("CPI"), not to exceed 4% annually, beginning July 1, 2027.

In any given year, the assessments may be at any rate sufficient to meet the estimated budget and levied without undertaking an assessment ballot proceeding, as long as the actual assessment rate per special benefit point does not exceed the Maximum Assessment Rate per special benefit point as described above for that fiscal year. If the change in CPI effective for any fiscal year is determined to be negative, the maximum assessment rate will remain unchanged from the previous fiscal year. The actual assessment rate may vary from year to year but will be no higher than the maximum rate.

6.4 Future Changes to Parcel Characteristics

Future changes to any of the parcel characteristics detailed in Section 5 will cause possible changes in the total assessment revenue. The assessment revenue for any given year will be the product of the District's parcel characteristics, special benefit points and the budget in effect for such fiscal year. Development within the District that increases the overall lot acreage, for example, will lead to possible increased assessment revenue, even if the assessment rate per special benefit point is not increased. By way of example, when a previously undeveloped parcel develops into a single-family residential land use classification, the parcel will no longer be assessed as an undeveloped land use, but rather as a single-family residential parcel with the updated parcel characteristics.

6.5 Data for Annual Assessment Calculations

Each year, as part of the assessment calculation procedures, the City or its designated consultant shall determine the land use and lot size for each parcel based on the County Assessor's use code or other supplementary information made available and deemed reliable. In the event the County Assessor's data is deemed to be unreliable, the City or its designated consultant shall utilize other sources of data including but not limited to City records, County Assessor's parcel maps, GIS data, and online research. Assessment amounts for each parcel may change over time in accordance with changes to parcel characteristics including land use classification and lot size.

6.6 Appeals

If any property owner believes the data used to calculate the assessment is inaccurate for any reason, the property owner shall submit, in writing, a request for review to the City. The property owner shall provide documentation to support the request for review. The City or its designated consultant shall review the request and provide a response to the property owner. The property owner must be current in the payment of all assessments when filing the request for review and must remain current during the review process.

If the review conducted by the City or its designated consultant results in the approval for changes to any parcel characteristics used to compute the assessment, the City or its designated consultant shall recalculate the assessment. When recalculating the assessment, the assessment rates actually applied in such fiscal year shall be used. Only the assessment for the parcel or parcels subject to review shall be recalculated.

If the recalculated assessment for the parcel or parcels being reviewed is less than the amount submitted to the County on the secured property tax roll, the difference shall be credited back to the property owner in a manner approved by the City. This credit shall be limited to the current fiscal year and the prior fiscal year, if applicable. The "fiscal year" shall follow the County's fiscal year for property taxes, from July 1 to June 30. The applicable fiscal year shall be determined by the date the request for review is submitted to the City.

The credit may be provided in the form of a check issued to the property owner, an adjustment to the current year's property tax roll (if possible), or a credit to the succeeding year's assessment thereby reducing the amount placed on the secured property tax roll for such year.

If the recalculated assessment is greater than the amount submitted to the County on the secured property tax roll, the City or its designated consultant shall apply the recalculated assessment to the succeeding year's property tax roll and no adjustments shall be made to the prior or current fiscal years' assessments.

In any dispute over parcel characteristic data used to compute assessments, the City or its designated consultant shall make a conclusive determination and its decision shall be final.

6.7 Method of Collection

The assessments will be collected annually on the Sacramento County secured property tax roll. The assessments will be subject to the County's assigned due dates and late penalties. However, the City or its designated consultant may choose to collect the assessments in an alternate manner (including directly billing the property owner) as may be deemed appropriate or necessary by the City or as allowed by law.

7. Engineer's Statement

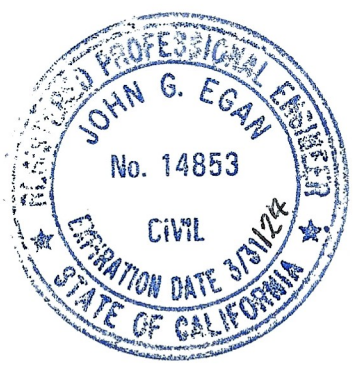
The City of Folsom Natoma Station Maintenance Assessment District No. 2025-2 assessments described in this Report have been prepared pursuant to Article XIII D of the California Constitution. In preparing these assessments:

1. I have identified all parcels that will have a special benefit conferred upon them by the Improvements described in Section 2 of this Report (the "Specially Benefited Parcels").
    a. For particulars as to the identification of these parcels, reference is made to the Assessment Diagram, a copy of which is included in Section 8 of this Report.
2. I have assessed the estimated costs and expenses of the Improvements upon the Specially Benefited Parcels. In making such assessment:
    a. The proportionate special benefit derived from the Improvements by each Specially Benefited Parcel was determined in relationship to the entirety of the cost of the Improvements;
    b. No assessment has been imposed on any Specially Benefited Parcel which exceeds the reasonable cost of the proportional special benefit conferred on such parcel by the Improvements; and
    c. The general benefits have been separated from the special benefits and only special benefits have been assessed.

I, the undersigned, respectfully submit this Engineer's Report and, to the best of my knowledge, information and belief, this Engineer's Report, Assessments, and the Assessment Diagram herein have been prepared and computed in accordance with the Assessment Law.

By: John G Egan 1/29/2026

John G. Egan
Assessment Engineer
R.C.E. 14853

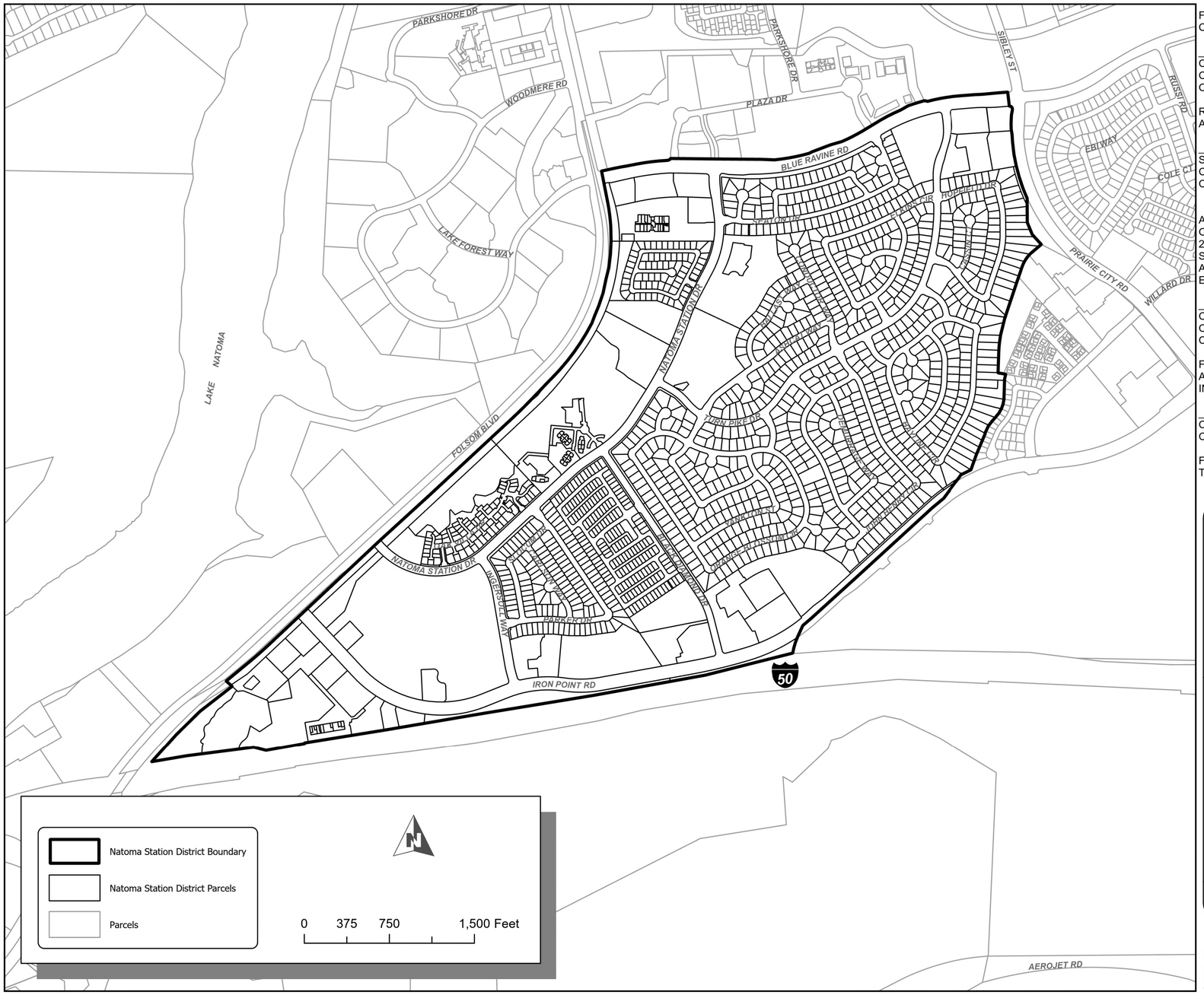


8. Assessment Diagram

The following pages contain the assessment diagram for the District.

ASSESSMENT DIAGRAM
CITY OF FOLSOM
NATOMA STATION MAINTENANCE ASSESSMENT DISTRICT NO. 2025-2

CITY OF FOLSOM
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA



FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF FOLSOM, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, THIS ____ DAY OF _____, 2026.

_____
CITY CLERK
CITY OF FOLSOM
COUNTY OF SACRAMENTO

RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS OF THE CITY OF FOLSOM ON THE LOTS, PIECES AND PARCELS OF LAND ON THIS ASSESSMENT DIAGRAM ON THE ____ DAY OF _____, 2026.

_____
SUPERINTENDENT OF STREETS
CITY OF FOLSOM
COUNTY OF SACRAMENTO

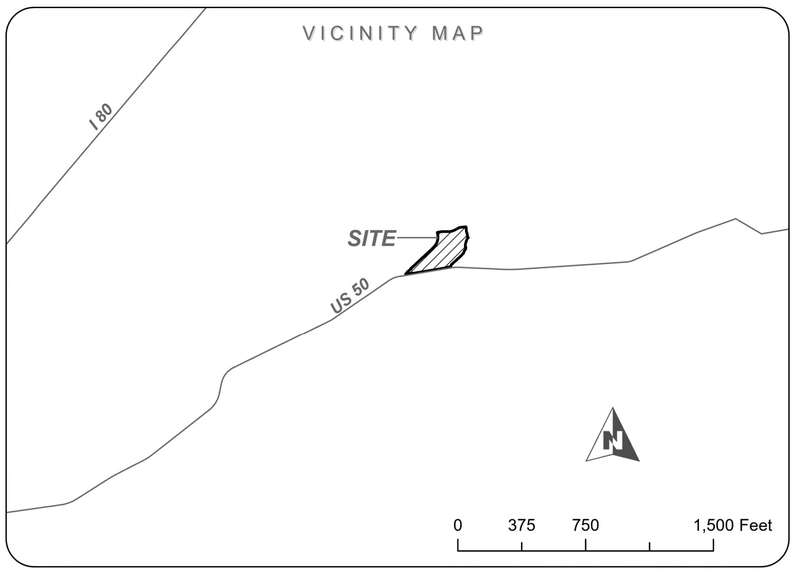
AN ASSESSMENT WAS LEVIED BY THE CITY COUNCIL OF THE CITY OF FOLSOM ON THE LOTS, PIECES, AND PARCELS OF LAND SHOWN ON THIS ASSESSMENT DIAGRAM. THE ASSESSMENT WAS LEVIED ON THE ____ DAY OF _____, 20__; THE ASSESSMENT DIAGRAM AND ASSESSMENT ROLL WERE RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS OF THAT CITY ON THE ____ DAY OF _____, 20___. REFERENCE IS MADE TO THE ASSESSMENT ROLL RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS FOR THE EXACT AMOUNT OF EACH ASSESSMENT LEVIED AGAINST EACH PARCEL OF LAND SHOWN ON THIS ASSESSMENT DIAGRAM.

_____
CITY CLERK
CITY OF FOLSOM
COUNTY OF SACRAMENTO

FILED THIS ____ DAY OF _____, 20__, AT THE HOUR OF __ O'CLOCK _M, IN BOOK _____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AT PAGE _____, IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF SACRAMENTO, STATE OF CALIFORNIA.

_____
COUNTY RECORDER
COUNTY OF SACRAMENTO

FOR PARTICULARS OF THE LINES AND DIMENSIONS OF ASSESSOR PARCELS, REFERENCE IS MADE TO THE MAPS OF THE ASSESSOR, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA.



Source: Sacramento County GIS
Geographic Coordinate Reference: GCS North American 1983
Projection: NAD 1983 StatePlane California II FIPS 0402 Feet

NBS

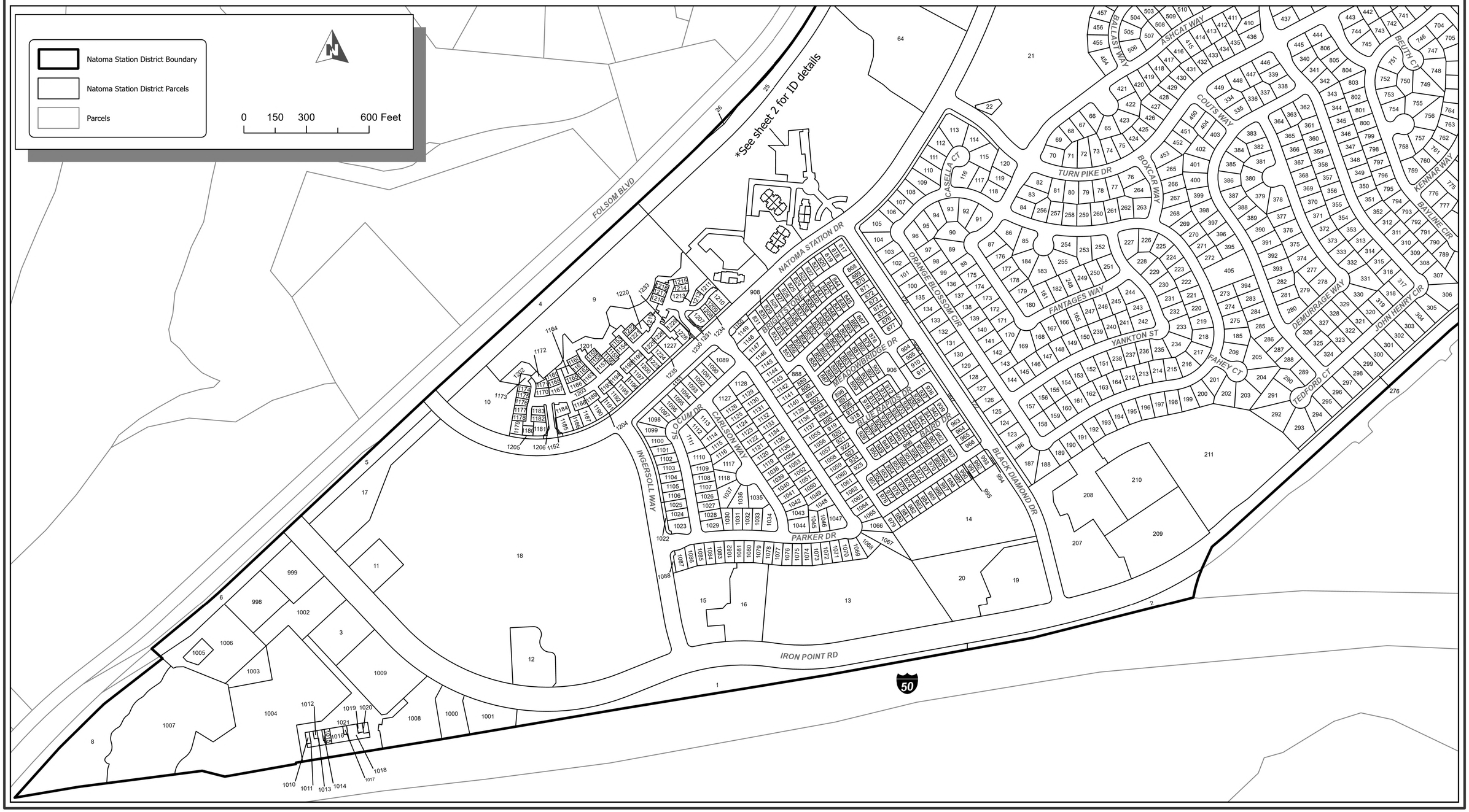
ASSESSMENT DIAGRAM
CITY OF FOLSOM
NATOMA STATION MAINTENANCE ASSESSMENT DISTRICT NO. 2025-2

CITY OF FOLSOM
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA



ASSESSMENT DIAGRAM
CITY OF FOLSOM
NATOMA STATION MAINTENANCE ASSESSMENT DISTRICT NO. 2025-2

CITY OF FOLSOM
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA



ASSESSMENT DIAGRAM
CITY OF FOLSOM
NATOMA STATION MAINTENANCE ASSESSMENT DISTRICT NO. 2025-2

CITY OF FOLSOM
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN	ID	APN
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2	072-0840-012-0000	87	072-0860-023-0000	172	072-0870-051-0000	257	072-0890-046-0000	342	072-0910-009-0000	427	072-0920-022-0000	512	072-0930-059-0000	597	072-0940-085-0000	682	072-0950-072-0000	767	072-0970-027-0000	852	072-1150-036-0000	937	072-1160-028-0000	1022	072-1230-001-0000	1107	072-1240-019-0000	1192	072-1290-041-0000	1277	072-1320-042-0000	1362	072-1360-029-0000	1447	072-2800-005-0015
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69	072-0860-005-0000	154	072-0870-033-0000	239	072-0890-028-0000	324	072-0900-049-0000	409	072-0920-004-0000	494	072-0930-041-0000	579	072-0940-067-0000	664	072-0950-054-0000	749	072-0970-009-0000	834	072-1150-018-0000	919	072-1160-010-0000	1004	072-1220-020-0000	1089	072-1240-001-0000	1174	072-1290-023-0000	1259	072-1320-024-0000	1344	072-1360-011-0000	1429	072-2800-004-0010		
70	072-0860-006-0000	155	072-0870-034-0000	240	072-0890-029-0000	325	072-0900-050-0000	410	072-0920-005-0000	495	072-0930-042-0000	580	072-0940-068-0000	665	072-0950-055-0000	750	072-0970-010-0000	835	072-1150-019-0000	920	072-1160-011-0000	1005	072-1220-022-0000	1090	072-1240-002-0000	1175	072-1290-024-0000	1260	072-1320-025-0000	1345	072-1360-012-0000	1430	072-2800-004-0011		
71	072-0860-007-0000	156	072-0870-035-0000	241	072-0890-030-0000	326	072-0900-051-0000	411	072-0920-006-0000	496	072-0930-043-0000	581	072-0940-069-0000	666	072-0950-056-0000	751	072-0970-011-0000	836	072-1150-020-0000	921	072-1160-012-0000	1006	072-1220-024-0000	1091	072-1240-003-0000	1176	072-1290-025-0000	1261	072-1320-026-0000	1346	072-1360-013-0000	1431	072-2800-004-0012		
72	072-0860-008-0000	157	072-0870-036-0000	242	072-0890-031-0000	327	072-0900-052-0000	412	072-0920-007-0000	497	072-0930-044-0000	582	072-0940-070-0000	667	072-0950-057-0000	752	072-0970-012-0000	837	072-1150-021-0000	922	072-1160-013-0000	1007	072-1220-025-0000	1092	072-1240-004-0000	1177	072-1290-026-0000	1262	072-1320-027-0000	1347	072-1360-014-0000	1432	072-2800-004-0013		
73	072-0860-009-0000	158	072-0870-037-0000	243	072-0890-032-0000	328	072-0900-053-0000	413	072-0920-008-0000	498	072-0930-045-0000	583	072-0940-071-0000	668	072-0950-058-0000	753	072-0970-013-0000	838	072-1150-022-0000	923	072-1160-014-0000	1008	072-1220-027-0000	1093	072-1240-005-0000	1178	072-1290-027-0000	1263	072-1320-028-0000	1348	072-1360-015-0000	1433	072-2800-004-0014		
74	072-0860-010-0000	159	072-0870-038-0000	244	072-0890-033-0000	329	072-0900-054-0000	414	072-0920-009-0000	499	072-0930-046-0000	584	072-0940-072-0000	669	072-0950-059-0000	754	072-0970-014-0000	839	072-1150-023-0000	924	072-1160-015-0000	1009	072-1220-028-0000	1094	072-1240-006-0000	1179	072-1290-028-0000	1264	072-1320-029-0000	1349	072-1360-016-0000	1434	072-2800-004-0015		
75	072-0860-011-0000	160	072-0870-039-0000	245	072-0890-034-0000	330	072-0900-055-0000	415	072-0920-010-0000	500	072-0930-047-0000	585	072-0940-073-0000	670	072-0950-060-0000	755	072-0970-015-0000	840	072-1150-024-0000	925	072-1160-016-0000	1010	072-1220-031-0001	1095	072-1240-007-0000	1180	072-1290-029-0000	1265	072-1320-030-0000	1350	072-1360-017-0000	1435	072-2800-004-0016		
76	072-0860-012-0000	161	072-0870-040-0000	246	072-0890-035-0000	331	072-0900-056-0000	416	072-0920-011-0000	501	072-0930-048-0000	586	072-0940-074-0000	671	072-0950-061-0000	756	072-0970-016-0000	841	072-1150-025-0000	926	072-1160-017-0000	1011	072-1220-031-0002	1096	072-1240-008-0000	1181	072-1290-030-0000	1266	072-1320-031-0000	1351	072-1360-018-0000	1436	072-2800-004-0017		
77	072-0860-013-0000	162	072-0870-041-0000	247	072-0890-036-0000	332	072-0900-057-0000	417	072-0920-012-0000	502	072-0930-049-0000	587	072-0940-075-0000	672	072-0950-062-0000	757	072-0970-017-0000	842	072-1150-026-0000	927	072-1160-018-0000	1012	072-1220-031-0003	1097	072-1240-009-0000	1182	072-1290-031-0000	1267	072-1320-032-0000	1352	072-1360-019-0000	1437	072-2800-004-0018		
78	072-0860-014-0000	163	072-0870-042-0000	248	072-0890-037-0000	333	072-0900-058-0000	418	072-0920-013-0000	503	072-0930-050-0000	588	072-0940-076-0000	673	072-0950-063-0000	758	072-0970-018-0000	843	072-1150-027-0000	928	072-1160-019-0000	1013	072-1220-031-0004	1098	072-1240-010-0000	1183	072-1290-032-0000	1268	072-1320-033-0000	1353	072-1360-020-0000	1438	072-2800-005-0001		
79	072-0860-015-0000	164	072-0870-043-0000	249	072-0890-038-0000	334	072-0910-001-0000	419	072-0920-014-0000	504	072-0930-051-0000	589	072-0940-077-0000	674	072-0950-064-0000	759	072-0970-019-0000	844	072-1150-028-0000	929	072-1160-020-0000	1014	072-1220-031-0005	1099	072-1240-011-0000	1184	072-1290-033-0000	1269	072-1320-034-0000	1354	072-1360-021-0000	1439	072-2800-005-0006		
80	072-0860-016-0000	165	072-0870-044-0000	250	072-0890-039-0000	335	072-0910-002-0000	420	072-0920-015-0000	505	072-0930-052-0000	590	072-0940-078-0000	675	072-0950-065-0000	760	072-0970-020-0000	845	072-1150-029-0000	930	072-1160-021-0000	1015	072-1220-031-0006	1100	072-1240-012-0000	1185	072-1290-034-0000	1270	072-1320-035-0000	1355	072-1360-022-0000	1440	072-2800-005-0007		
81	072-0860-017-0000	166	072-0870-045-0000	251	072-0890-040-0000	336	072-0910-003-0000	421	072-0920-016-0000	506	072-0930-053-0000	591	072-0940-079-0000	676	072-0950-066-0000	761	072-0970-021-0000	846	072-1150-030-0000	931	072-1160-022-0000	1016	072-1220-031-0007	1101	072-1240-013-0000	1186	072-1290-035-0000	1271	072-1320-036-0000	1356	072-1360-023-0000	1441	072-2800-005-0008		
82	072-0860-018-0000	167	072-0870-046-0000	252	072-0890-041-0000	337	072-0910-004-0000	422	072-0920-017-0000	507	072-0930-054-0000	592	072-0940-080-0000	677	072-0950-067-0000	762	072-0970-022-0000	847	072-1150-031-0000	932	072-1160-023-0000	1017	072-1220-031-0008	1102	072-1240-014-0000	1187	072-1290-036-0000	1272	072-1320-037-0000	1357	072-1360-024-0000	1442	072-2800-005-0009		
83	072-0860-019-0000	168	072-0870-047-0000	253	072-0890-042-0000	338	072-0910-005-0000	423	072-0920-018-0000	508	072-0930-055-0000	593	072-0940-081-0000	678	072-0950-068-0000	763	072-0970-023-0000	848	072-1150-032-0000	933	072-1160-024-0000	1018	072-1220-031-0009	1103	072-1240-015-0000	1188	072-1290-037-0000	1273	072-1320-038-0000	1358	072-1360-025-0000	1443	072-2800-005-0010		
84	072-0860-020-0000	169	072-0870-048-0000	254	072-0890-043-0000	339	072-0910-006-0000	424	072-0920-019-0000	509	072-0930-056-0000	594	072-0940-082-0000	679	072-0950-069-0000	764	072-0970-024-0000	849	072-1150-033-0000	934	072-1160-025-0000	1019	072-1220-031-0010	1104	072-1240-016-0000	1189	072-1290-038-0000	1274	072-1320-039-0000	1359	072-1360-026-0000	1444	072-2800-005-0011		
85	072-0860-021-0000	170	072-0870-049-0000	255	072-0890-044-0000	340	072-0910-007-0000	425	072-0920-020-0000	510	072-0930-057-0000	595	072-0940-083-0000	680	072-0950-070-0000	765	072-0970-025-0000	850	072-1150-034-0000	935	072-1160-026-0000	1020	072-1220-031-0011	1105	072-1240-017-0000	1190	072-1290-039-0000	1275	072-1320-040-0000	1360	072-1360-027-0000	1445	072-2800-005-0013		

9. Assessment Roll

The following pages contain the proposed 2026/27 assessment roll for the District.

City of Folsom
Natoma Station Maintenance Assessment District No. 2025-2
Proposed Fiscal Year 2026/27 Assessment Roll

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Total Assessment[2]
1	072-0840-011-0000	IRON POINT RD	No Benefit	0.00	0.00	0.00	0.00	$160.8622	$0.00
2	072-0840-012-0000	IRON POINT RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
3	072-0840-017-0000	191 IRON POINT RD	Non-Residential	22.49	0.80	0.80	35.99	160.8622	5,789.43
4	072-0840-020-0000	FOLSOM BLVD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
5	072-0840-021-0000	150 IRON POINT RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
6	072-0840-023-0000	FOLSOM BLVD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
7	072-0840-026-0000	FOLSOM BLVD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
8	072-0840-027-0000	FOLSOM BLVD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
9	072-0840-038-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
10	072-0840-044-0000	150 NATOMA STATION DR	Non-Residential	3.94	0.80	0.80	6.31	160.8622	1,015.04
11	072-0840-045-0000	170 IRON POINT RD	Non-Residential	10.42	0.80	0.80	16.67	160.8622	2,681.57
12	072-0840-047-0000	400 IRON POINT RD	Non-Residential	2.83	0.80	0.80	4.53	160.8622	728.71
13	072-0840-049-0000	950 IRON POINT RD	Non-Residential	6.33	0.80	0.80	10.13	160.8622	1,629.53
14	072-0840-053-0000	160 BLACK DIAMOND DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
15	072-0840-054-0000	800 IRON POINT RD	Non-Residential	1.12	0.80	0.80	1.79	160.8622	287.94
16	072-0840-055-0000	850 IRON POINT RD	Non-Residential	0.88	0.80	0.80	1.40	160.8622	225.21
17	072-0840-056-0000	156 IRON POINT RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
18	072-0840-057-0000	13000 FOLSOM BLVD	Non-Residential	40.48	0.80	0.80	64.77	160.8622	10,419.04
19	072-0840-058-0000	1050 IRON POINT RD	Non-Residential	3.08	0.80	0.80	4.93	160.8622	793.05
20	072-0840-059-0000	1024 IRON POINT RD	Non-Residential	1.66	0.80	0.80	2.65	160.8622	426.28
21	072-0850-007-0000	500 TURN PIKE DR	School	5.52	0.50	0.50	5.52	160.8622	887.96
22	072-0850-008-0000	TURN PIKE DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
23	072-0850-012-0000	FOLSOM BLVD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
24	072-0850-013-0000	1300 PRAIRIE CITY RD	Non-Residential	0.41	0.80	0.80	0.66	160.8622	106.17
25	072-0850-016-0000	FOLSOM BLVD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
26	072-0850-017-0000	FOLSOM BLVD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
27	072-0850-019-0000	231 BLUE RAVINE RD	Non-Residential	3.68	0.80	0.80	5.89	160.8622	947.48
28	072-0850-020-0000	271 TURN PIKE DR	Non-Residential	1.37	0.80	0.80	2.19	160.8622	352.29
29	072-0850-021-0000	1350 PRAIRIE CITY RD	Non-Residential	1.10	0.80	0.80	1.77	160.8622	284.73
30	072-0850-022-0000	251 TURN PIKE DR	Non-Residential	0.74	0.80	0.80	1.19	160.8622	191.43
31	072-0850-023-0000	191 BLUE RAVINE RD	Non-Residential	3.58	0.80	0.80	5.73	160.8622	921.74
32	072-0850-027-0000	195 BLUE RAVINE RD	Non-Residential	3.56	0.80	0.80	5.70	160.8622	916.91
33	072-0850-028-0000	199 BLUE RAVINE RD	Non-Residential	3.42	0.80	0.80	5.47	160.8622	879.92
34	072-0850-029-0000	405 NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
35	072-0850-030-0000	265 NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
36	072-0850-032-0000	420 NATOMA STATION DR	Non-Residential	2.56	0.80	0.80	4.10	160.8622	659.54
37	072-0850-033-0000	416 NATOMA STATION DR	Undeveloped/Utility	0.00	0.25	0.25	0.00	160.8622	0.00
38	072-0850-035-0001	193 BLUE RAVINE RD	Non-Residential	0.14	0.80	0.80	0.23	160.8622	37.00

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
39	072-0850-035-0002	193 BLUE RAVINE RD	Non-Residential	0.14	0.80	0.80	0.23	160.8622	37.00
40	072-0850-035-0003	193 BLUE RAVINE RD	Non-Residential	0.15	0.80	0.80	0.25	160.8622	40.22
41	072-0850-035-0004	193 BLUE RAVINE RD	Non-Residential	0.18	0.80	0.80	0.29	160.8622	46.65
42	072-0850-035-0005	193 BLUE RAVINE RD	Non-Residential	0.10	0.80	0.80	0.16	160.8622	25.74
43	072-0850-035-0006	193 BLUE RAVINE RD	Non-Residential	0.17	0.80	0.80	0.27	160.8622	43.43
44	072-0850-035-0008	193 BLUE RAVINE RD	Non-Residential	0.19	0.80	0.80	0.30	160.8622	48.26
45	072-0850-035-0009	193 BLUE RAVINE RD	Non-Residential	0.10	0.80	0.80	0.16	160.8622	25.74
46	072-0850-035-0010	193 BLUE RAVINE RD	Non-Residential	0.15	0.80	0.80	0.23	160.8622	37.00
47	072-0850-035-0011	193 BLUE RAVINE RD	Non-Residential	0.14	0.80	0.80	0.23	160.8622	37.00
48	072-0850-035-0012	193 BLUE RAVINE RD	Non-Residential	0.20	0.80	0.80	0.31	160.8622	49.87
49	072-0850-035-0013	193 BLUE RAVINE RD	Non-Residential	0.21	0.80	0.80	0.33	160.8622	53.08
50	072-0850-035-0014	193 BLUE RAVINE RD	Non-Residential	0.10	0.80	0.80	0.16	160.8622	25.74
51	072-0850-035-0015	193 BLUE RAVINE RD	Non-Residential	0.20	0.80	0.80	0.32	160.8622	51.48
52	072-0850-035-0016	193 BLUE RAVINE RD	Non-Residential	0.24	0.80	0.80	0.38	160.8622	61.13
53	072-0850-035-0017	193 BLUE RAVINE RD	Non-Residential	0.09	0.80	0.80	0.14	160.8622	22.52
54	072-0850-035-0018	193 BLUE RAVINE RD	Non-Residential	0.09	0.80	0.80	0.14	160.8622	22.52
55	072-0850-035-0019	193 BLUE RAVINE RD	Non-Residential	0.15	0.80	0.80	0.24	160.8622	38.61
56	072-0850-035-0020	193 BLUE RAVINE RD	Non-Residential	0.10	0.80	0.80	0.16	160.8622	25.74
57	072-0850-035-0021	193 BLUE RAVINE RD	Non-Residential	0.08	0.80	0.80	0.13	160.8622	20.91
58	072-0850-035-0022	193 BLUE RAVINE RD	Non-Residential	0.16	0.80	0.80	0.25	160.8622	40.22
59	072-0850-035-0023	193 BLUE RAVINE RD	Non-Residential	0.24	0.80	0.80	0.38	160.8622	61.13
60	072-0850-035-0024	193 BLUE RAVINE RD	Non-Residential	0.09	0.80	0.80	0.14	160.8622	22.52
61	072-0850-035-0025	193 BLUE RAVINE RD	Non-Residential	0.12	0.80	0.80	0.19	160.8622	30.56
62	072-0850-035-0026	193 BLUE RAVINE RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
63	072-0850-035-0027	193 BLUE RAVINE RD	Non-Residential	0.09	0.80	0.80	0.15	160.8622	24.13
64	072-0850-037-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
65	072-0860-001-0000	108 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
66	072-0860-002-0000	106 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
67	072-0860-003-0000	104 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
68	072-0860-004-0000	102 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
69	072-0860-005-0000	100 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
70	072-0860-006-0000	98 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
71	072-0860-007-0000	432 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
72	072-0860-008-0000	430 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
73	072-0860-009-0000	428 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
74	072-0860-010-0000	426 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
75	072-0860-011-0000	424 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
76	072-0860-012-0000	100 BOXCAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
77	072-0860-013-0000	427 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
78	072-0860-014-0000	429 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
79	072-0860-015-0000	431 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
80	072-0860-016-0000	433 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
81	072-0860-017-0000	435 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
82	072-0860-018-0000	144 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
83	072-0860-019-0000	142 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
84	072-0860-020-0000	140 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
85	072-0860-021-0000	113 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
86	072-0860-022-0000	130 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
87	072-0860-023-0000	128 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
88	072-0860-024-0000	131 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
89	072-0860-025-0000	133 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
90	072-0860-026-0000	135 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
91	072-0860-027-0000	117 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
92	072-0860-028-0000	119 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
93	072-0860-029-0000	121 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
94	072-0860-030-0000	125 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
95	072-0860-031-0000	129 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
96	072-0860-032-0000	133 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
97	072-0860-033-0000	137 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
98	072-0860-034-0000	141 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
99	072-0860-035-0000	145 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
100	072-0860-036-0000	144 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
101	072-0860-037-0000	142 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
102	072-0860-038-0000	140 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
103	072-0860-039-0000	138 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
104	072-0860-040-0000	136 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
105	072-0860-041-0000	134 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
106	072-0860-042-0000	132 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
107	072-0860-043-0000	130 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
108	072-0860-044-0000	128 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
109	072-0860-045-0000	126 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
110	072-0860-046-0000	101 CASELLA CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
111	072-0860-047-0000	103 CASELLA CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
112	072-0860-048-0000	105 CASELLA CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
113	072-0860-049-0000	106 CASELLA CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
114	072-0860-050-0000	104 CASELLA CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
115	072-0860-051-0000	102 CASELLA CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
116	072-0860-052-0000	122 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
117	072-0860-053-0000	120 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
118	072-0860-054-0000	139 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
119	072-0860-055-0000	141 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
120	072-0860-056-0000	143 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
121	072-0860-057-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
122	072-0870-001-0000	BLACK DIAMOND DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
123	072-0870-002-0000	170 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
124	072-0870-003-0000	168 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
125	072-0870-004-0000	166 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
126	072-0870-005-0000	164 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
127	072-0870-006-0000	162 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
128	072-0870-007-0000	160 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
129	072-0870-008-0000	158 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
130	072-0870-009-0000	156 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
131	072-0870-010-0000	154 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
132	072-0870-011-0000	152 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
133	072-0870-012-0000	150 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
134	072-0870-013-0000	148 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
135	072-0870-014-0000	146 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
136	072-0870-015-0000	149 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
137	072-0870-016-0000	151 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
138	072-0870-017-0000	153 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
139	072-0870-018-0000	155 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
140	072-0870-019-0000	157 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
141	072-0870-020-0000	159 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
142	072-0870-021-0000	161 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
143	072-0870-022-0000	163 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
144	072-0870-023-0000	140 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
145	072-0870-024-0000	138 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
146	072-0870-025-0000	136 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
147	072-0870-026-0000	134 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
148	072-0870-027-0000	132 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
149	072-0870-028-0000	130 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
150	072-0870-029-0000	128 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
151	072-0870-030-0000	125 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
152	072-0870-031-0000	127 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
153	072-0870-032-0000	129 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
154	072-0870-033-0000	131 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
155	072-0870-034-0000	133 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
156	072-0870-035-0000	135 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
157	072-0870-036-0000	137 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
158	072-0870-037-0000	171 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
159	072-0870-038-0000	175 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
160	072-0870-039-0000	179 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
161	072-0870-040-0000	183 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
162	072-0870-041-0000	187 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
163	072-0870-042-0000	189 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
164	072-0870-043-0000	191 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
165	072-0870-044-0000	109 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
166	072-0870-045-0000	111 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
167	072-0870-046-0000	113 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
168	072-0870-047-0000	115 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
169	072-0870-048-0000	117 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
170	072-0870-049-0000	119 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
171	072-0870-050-0000	121 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
172	072-0870-051-0000	123 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
173	072-0870-052-0000	125 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
174	072-0870-053-0000	127 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
175	072-0870-054-0000	129 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
176	072-0870-055-0000	126 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
177	072-0870-056-0000	124 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
178	072-0870-057-0000	122 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
179	072-0870-058-0000	120 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
180	072-0870-059-0000	118 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
181	072-0870-060-0000	116 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
182	072-0870-061-0000	114 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
183	072-0870-062-0000	104 VONNIE CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
184	072-0870-063-0000	102 VONNIE CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
185	072-0880-002-0000	206 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
186	072-0880-003-0000	172 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
187	072-0880-004-0000	174 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
188	072-0880-005-0000	176 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
189	072-0880-006-0000	178 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
190	072-0880-007-0000	180 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
191	072-0880-008-0000	182 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
192	072-0880-009-0000	184 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
193	072-0880-010-0000	186 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
194	072-0880-011-0000	188 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
195	072-0880-012-0000	190 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
196	072-0880-013-0000	192 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
197	072-0880-014-0000	194 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
198	072-0880-015-0000	196 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
199	072-0880-016-0000	198 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
200	072-0880-017-0000	200 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
201	072-0880-018-0000	100 FAHEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
202	072-0880-019-0000	102 FAHEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
203	072-0880-020-0000	104 FAHEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
204	072-0880-021-0000	105 FAHEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
205	072-0880-022-0000	103 FAHEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
206	072-0880-023-0000	204 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
207	072-0880-024-0000	IRON POINT RD	Non-Residential	2.07	0.80	0.80	3.31	160.8622	532.45
208	072-0880-025-0000	1120 IRON POINT RD	Non-Residential	1.03	0.80	0.80	1.65	160.8622	265.42
209	072-0880-026-0000	1130 IRON POINT RD	Non-Residential	2.07	0.80	0.80	3.31	160.8622	532.45
210	072-0880-027-0000	1150 IRON POINT RD	Non-Residential	1.17	0.80	0.80	1.88	160.8622	302.42
211	072-0880-028-0000	1180 IRON POINT RD	Non-Residential	7.00	0.80	0.80	11.20	160.8622	1,801.66
212	072-0890-001-0000	193 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
213	072-0890-002-0000	195 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
214	072-0890-003-0000	197 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
215	072-0890-004-0000	199 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
216	072-0890-005-0000	201 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
217	072-0890-006-0000	203 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
218	072-0890-007-0000	205 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
219	072-0890-008-0000	207 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
220	072-0890-009-0000	209 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
221	072-0890-010-0000	211 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
222	072-0890-011-0000	213 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
223	072-0890-012-0000	215 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
224	072-0890-013-0000	217 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
225	072-0890-014-0000	219 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
226	072-0890-015-0000	221 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
227	072-0890-016-0000	101 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
228	072-0890-017-0000	103 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
229	072-0890-018-0000	105 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
230	072-0890-019-0000	107 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
231	072-0890-020-0000	109 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
232	072-0890-021-0000	111 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
233	072-0890-022-0000	113 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
234	072-0890-023-0000	115 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
235	072-0890-024-0000	117 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
236	072-0890-025-0000	119 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
237	072-0890-026-0000	121 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
238	072-0890-027-0000	123 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
239	072-0890-028-0000	126 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
240	072-0890-029-0000	124 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
241	072-0890-030-0000	120 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
242	072-0890-031-0000	116 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
243	072-0890-032-0000	112 YANKTON ST	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
244	072-0890-033-0000	101 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
245	072-0890-034-0000	103 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
246	072-0890-035-0000	105 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
247	072-0890-036-0000	107 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
248	072-0890-037-0000	112 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
249	072-0890-038-0000	108 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
250	072-0890-039-0000	104 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
251	072-0890-040-0000	100 FANTAGES WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
252	072-0890-041-0000	103 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
253	072-0890-042-0000	105 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
254	072-0890-043-0000	101 VONNIE CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
255	072-0890-044-0000	103 VONNIE CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
256	072-0890-045-0000	114 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
257	072-0890-046-0000	112 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
258	072-0890-047-0000	110 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
259	072-0890-048-0000	108 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
260	072-0890-049-0000	106 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
261	072-0890-050-0000	104 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
262	072-0890-051-0000	102 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
263	072-0890-052-0000	100 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
264	072-0890-053-0000	102 BOXCAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
265	072-0890-054-0000	103 BOXCAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
266	072-0890-055-0000	105 BOXCAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
267	072-0890-056-0000	107 BOXCAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
268	072-0890-057-0000	224 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
269	072-0890-058-0000	222 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
270	072-0890-059-0000	220 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
271	072-0890-060-0000	218 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
272	072-0890-061-0000	216 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
273	072-0890-062-0000	212 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
274	072-0890-063-0000	210 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
275	072-0890-064-0000	208 ORANGE BLOSSOM CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
276	072-0900-001-0000	IRON POINT RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
277	072-0900-002-0000	120 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
278	072-0900-003-0000	124 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
279	072-0900-004-0000	128 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
280	072-0900-005-0000	168 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
281	072-0900-006-0000	170 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
282	072-0900-007-0000	172 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
283	072-0900-008-0000	175 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
284	072-0900-009-0000	173 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
285	072-0900-010-0000	171 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
286	072-0900-011-0000	169 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
287	072-0900-012-0000	167 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
288	072-0900-013-0000	165 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
289	072-0900-014-0000	100 TEDFORD CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
290	072-0900-015-0000	102 TEDFORD CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
291	072-0900-016-0000	104 TEDFORD CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
292	072-0900-017-0000	106 TEDFORD CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
293	072-0900-018-0000	105 TEDFORD CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
294	072-0900-019-0000	103 TEDFORD CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
295	072-0900-020-0000	101 TEDFORD CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
296	072-0900-021-0000	161 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
297	072-0900-022-0000	159 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
298	072-0900-023-0000	157 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
299	072-0900-024-0000	155 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
300	072-0900-025-0000	153 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
301	072-0900-026-0000	151 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
302	072-0900-027-0000	149 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
303	072-0900-028-0000	147 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
304	072-0900-029-0000	145 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
305	072-0900-030-0000	143 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
306	072-0900-031-0000	141 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
307	072-0900-032-0000	139 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
308	072-0900-033-0000	137 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
309	072-0900-034-0000	135 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
310	072-0900-035-0000	133 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
311	072-0900-036-0000	131 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
312	072-0900-037-0000	129 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
313	072-0900-038-0000	128 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
314	072-0900-039-0000	130 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
315	072-0900-040-0000	132 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
316	072-0900-041-0000	134 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
317	072-0900-042-0000	136 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
318	072-0900-043-0000	140 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
319	072-0900-044-0000	144 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
320	072-0900-045-0000	148 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
321	072-0900-046-0000	152 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
322	072-0900-047-0000	156 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
323	072-0900-048-0000	160 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
324	072-0900-049-0000	162 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
325	072-0900-050-0000	164 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
326	072-0900-051-0000	166 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
327	072-0900-052-0000	133 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
328	072-0900-053-0000	131 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
329	072-0900-054-0000	129 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
330	072-0900-055-0000	127 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
331	072-0900-056-0000	125 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
332	072-0900-057-0000	123 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
333	072-0900-058-0000	121 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
334	072-0910-001-0000	103 COUTS WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
335	072-0910-002-0000	105 COUTS WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
336	072-0910-003-0000	205 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
337	072-0910-004-0000	207 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
338	072-0910-005-0000	104 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
339	072-0910-006-0000	102 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
340	072-0910-007-0000	103 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
341	072-0910-008-0000	105 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
342	072-0910-009-0000	107 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
343	072-0910-010-0000	109 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
344	072-0910-011-0000	111 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
345	072-0910-012-0000	113 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
346	072-0910-013-0000	115 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
347	072-0910-014-0000	117 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
348	072-0910-015-0000	119 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
349	072-0910-016-0000	121 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
350	072-0910-017-0000	123 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
351	072-0910-018-0000	125 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
352	072-0910-019-0000	127 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
353	072-0910-020-0000	126 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
354	072-0910-021-0000	124 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
355	072-0910-022-0000	122 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
356	072-0910-023-0000	120 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
357	072-0910-024-0000	118 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
358	072-0910-025-0000	116 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
359	072-0910-026-0000	114 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
360	072-0910-027-0000	112 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
361	072-0910-028-0000	110 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
362	072-0910-029-0000	206 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
363	072-0910-030-0000	204 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
364	072-0910-031-0000	202 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
365	072-0910-032-0000	103 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
366	072-0910-033-0000	105 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
367	072-0910-034-0000	107 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
368	072-0910-035-0000	109 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
369	072-0910-036-0000	111 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
370	072-0910-037-0000	113 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
371	072-0910-038-0000	115 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
372	072-0910-039-0000	117 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
373	072-0910-040-0000	119 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
374	072-0910-041-0000	116 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
375	072-0910-042-0000	114 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
376	072-0910-043-0000	112 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
377	072-0910-044-0000	110 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
378	072-0910-045-0000	108 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
379	072-0910-046-0000	106 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
380	072-0910-047-0000	104 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
381	072-0910-048-0000	102 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
382	072-0910-049-0000	100 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
383	072-0910-050-0000	98 DEMURRAGE WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
384	072-0910-051-0000	194 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
385	072-0910-052-0000	190 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
386	072-0910-053-0000	188 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
387	072-0910-054-0000	186 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
388	072-0910-055-0000	184 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
389	072-0910-056-0000	182 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
390	072-0910-057-0000	180 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
391	072-0910-058-0000	178 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
392	072-0910-059-0000	176 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
393	072-0910-060-0000	174 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
394	072-0910-061-0000	177 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
395	072-0910-062-0000	185 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
396	072-0910-063-0000	187 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
397	072-0910-064-0000	189 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
398	072-0910-065-0000	191 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
399	072-0910-066-0000	193 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
400	072-0910-067-0000	195 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
401	072-0910-068-0000	197 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
402	072-0910-069-0000	199 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
403	072-0910-070-0000	104 COUTS WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
404	072-0910-071-0000	102 COUTS WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
405	072-0910-072-0000	214 ORANGE BLOSSOM CIR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
406	072-0920-001-0000	106 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
407	072-0920-002-0000	104 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
408	072-0920-003-0000	102 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
409	072-0920-004-0000	105 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
410	072-0920-005-0000	103 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
411	072-0920-006-0000	134 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
412	072-0920-007-0000	132 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
413	072-0920-008-0000	130 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
414	072-0920-009-0000	128 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
415	072-0920-010-0000	126 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
416	072-0920-011-0000	124 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
417	072-0920-012-0000	122 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
418	072-0920-013-0000	120 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
419	072-0920-014-0000	118 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
420	072-0920-015-0000	116 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
421	072-0920-016-0000	114 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
422	072-0920-017-0000	112 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
423	072-0920-018-0000	110 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
424	072-0920-019-0000	422 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
425	072-0920-020-0000	420 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
426	072-0920-021-0000	418 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
427	072-0920-022-0000	416 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
428	072-0920-023-0000	414 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
429	072-0920-024-0000	412 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
430	072-0920-025-0000	410 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
431	072-0920-026-0000	408 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
432	072-0920-027-0000	406 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
433	072-0920-028-0000	404 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
434	072-0920-029-0000	402 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
435	072-0920-030-0000	400 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
436	072-0920-031-0000	101 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
437	072-0920-032-0000	100 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
438	072-0920-033-0000	342 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
439	072-0920-034-0000	340 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
440	072-0920-035-0000	338 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
441	072-0920-036-0000	101 FAITHORNE LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
442	072-0920-037-0000	339 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
443	072-0920-038-0000	101 PERKINS STATION WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
444	072-0920-039-0000	100 PERKINS STATION WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
445	072-0920-040-0000	101 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
446	072-0920-041-0000	100 JOHN HENRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
447	072-0920-042-0000	401 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
448	072-0920-043-0000	403 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
449	072-0920-044-0000	101 COUTS WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
450	072-0920-045-0000	100 COUTS WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
451	072-0920-046-0000	415 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
452	072-0920-047-0000	417 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
453	072-0920-048-0000	101 BOXCAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
454	072-0930-001-0000	113 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
455	072-0930-002-0000	103 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
456	072-0930-003-0000	105 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
457	072-0930-004-0000	107 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
458	072-0930-005-0000	109 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
459	072-0930-006-0000	111 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
460	072-0930-007-0000	113 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
461	072-0930-008-0000	115 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
462	072-0930-009-0000	117 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
463	072-0930-010-0000	119 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
464	072-0930-011-0000	121 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
465	072-0930-012-0000	123 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
466	072-0930-013-0000	125 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
467	072-0930-014-0000	127 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
468	072-0930-015-0000	129 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
469	072-0930-016-0000	119 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
470	072-0930-017-0000	121 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
471	072-0930-018-0000	123 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
472	072-0930-019-0000	125 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
473	072-0930-020-0000	127 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
474	072-0930-021-0000	132 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
475	072-0930-022-0000	130 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
476	072-0930-023-0000	128 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
477	072-0930-024-0000	126 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
478	072-0930-025-0000	124 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
479	072-0930-026-0000	122 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
480	072-0930-027-0000	120 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
481	072-0930-028-0000	118 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
482	072-0930-029-0000	116 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
483	072-0930-030-0000	114 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
484	072-0930-031-0000	112 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
485	072-0930-032-0000	110 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
486	072-0930-033-0000	108 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
487	072-0930-034-0000	131 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
488	072-0930-035-0000	133 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
489	072-0930-036-0000	135 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
490	072-0930-037-0000	107 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
491	072-0930-038-0000	109 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
492	072-0930-039-0000	111 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
493	072-0930-040-0000	113 CONDUCTOR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
494	072-0930-041-0000	136 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
495	072-0930-042-0000	132 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
496	072-0930-043-0000	128 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
497	072-0930-044-0000	103 RIGNEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
498	072-0930-045-0000	104 RIGNEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
499	072-0930-046-0000	102 RIGNEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
500	072-0930-047-0000	120 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
501	072-0930-048-0000	118 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
502	072-0930-049-0000	114 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
503	072-0930-050-0000	112 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
504	072-0930-051-0000	108 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
505	072-0930-052-0000	104 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
506	072-0930-053-0000	100 BALLAST WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
507	072-0930-054-0000	121 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
508	072-0930-055-0000	123 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
509	072-0930-056-0000	125 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
510	072-0930-057-0000	127 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
511	072-0930-058-0000	129 ASHCAT WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
512	072-0930-059-0000	BALLAST WAY	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
513	072-0940-001-0000	102 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
514	072-0940-002-0000	104 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
515	072-0940-003-0000	106 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
516	072-0940-004-0000	108 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
517	072-0940-005-0000	110 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
518	072-0940-006-0000	112 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
519	072-0940-007-0000	114 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
520	072-0940-008-0000	116 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
521	072-0940-009-0000	118 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
522	072-0940-010-0000	120 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
523	072-0940-011-0000	122 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
524	072-0940-012-0000	124 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
525	072-0940-013-0000	126 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
526	072-0940-014-0000	128 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
527	072-0940-015-0000	130 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
528	072-0940-016-0000	132 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
529	072-0940-017-0000	134 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
530	072-0940-018-0000	136 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
531	072-0940-019-0000	138 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
532	072-0940-020-0000	140 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
533	072-0940-021-0000	142 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
534	072-0940-022-0000	144 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
535	072-0940-023-0000	146 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
536	072-0940-024-0000	148 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
537	072-0940-025-0000	150 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
538	072-0940-026-0000	152 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
539	072-0940-027-0000	154 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
540	072-0940-028-0000	156 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
541	072-0940-029-0000	158 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
542	072-0940-030-0000	160 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
543	072-0940-031-0000	103 FAITHORNE LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
544	072-0940-032-0000	105 FAITHORNE LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
545	072-0940-033-0000	155 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
546	072-0940-034-0000	149 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
547	072-0940-035-0000	147 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
548	072-0940-036-0000	145 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
549	072-0940-037-0000	143 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
550	072-0940-038-0000	141 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
551	072-0940-039-0000	139 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
552	072-0940-040-0000	129 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
553	072-0940-041-0000	127 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
554	072-0940-042-0000	125 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
555	072-0940-043-0000	123 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
556	072-0940-044-0000	121 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
557	072-0940-045-0000	119 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
558	072-0940-046-0000	117 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
559	072-0940-047-0000	115 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
560	072-0940-048-0000	113 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
561	072-0940-049-0000	111 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
562	072-0940-050-0000	183 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
563	072-0940-051-0000	100 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
564	072-0940-052-0000	102 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
565	072-0940-053-0000	104 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
566	072-0940-054-0000	106 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
567	072-0940-055-0000	108 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
568	072-0940-056-0000	110 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
569	072-0940-057-0000	111 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
570	072-0940-058-0000	109 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
571	072-0940-059-0000	107 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
572	072-0940-060-0000	105 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
573	072-0940-061-0000	103 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
574	072-0940-062-0000	101 DONEGAN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
575	072-0940-063-0000	175 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
576	072-0940-064-0000	171 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
577	072-0940-065-0000	167 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
578	072-0940-066-0000	163 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
579	072-0940-067-0000	159 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
580	072-0940-068-0000	104 FAITHORNE LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
581	072-0940-069-0000	102 FAITHORNE LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
582	072-0940-070-0000	166 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
583	072-0940-071-0000	168 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
584	072-0940-072-0000	170 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
585	072-0940-073-0000	172 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
586	072-0940-074-0000	174 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
587	072-0940-075-0000	176 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
588	072-0940-076-0000	178 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
589	072-0940-077-0000	180 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
590	072-0940-078-0000	182 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
591	072-0940-079-0000	184 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
592	072-0940-080-0000	186 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
593	072-0940-081-0000	188 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
594	072-0940-082-0000	105 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
595	072-0940-083-0000	103 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
596	072-0940-084-0000	101 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
597	072-0940-085-0000	304 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
598	072-0940-086-0000	306 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
599	072-0940-087-0000	308 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
600	072-0940-088-0000	310 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
601	072-0940-089-0000	312 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
602	072-0940-090-0000	314 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
603	072-0940-091-0000	162 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
604	072-0940-092-0000	311 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
605	072-0940-093-0000	309 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
606	072-0940-094-0000	307 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
607	072-0940-095-0000	305 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
608	072-0940-096-0000	98 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
609	072-0940-097-0000	99 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
610	072-0940-098-0000	100 ELKINS CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
611	072-0950-001-0000	101 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
612	072-0950-002-0000	103 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
613	072-0950-003-0000	105 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
614	072-0950-004-0000	107 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
615	072-0950-005-0000	109 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
616	072-0950-006-0000	111 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
617	072-0950-007-0000	113 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
618	072-0950-008-0000	115 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
619	072-0950-009-0000	117 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
620	072-0950-010-0000	119 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
621	072-0950-011-0000	121 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
622	072-0950-012-0000	123 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
623	072-0950-013-0000	125 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
624	072-0950-014-0000	127 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
625	072-0950-015-0000	129 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
626	072-0950-016-0000	131 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
627	072-0950-017-0000	133 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
628	072-0950-018-0000	135 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
629	072-0950-019-0000	137 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
630	072-0950-020-0000	139 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
631	072-0950-021-0000	141 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
632	072-0950-022-0000	143 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
633	072-0950-023-0000	145 HOPFIELD DR	Undeveloped/Utility	0.00	0.25	0.25	0.00	160.8622	0.00
634	072-0950-024-0000	147 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
635	072-0950-025-0000	149 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
636	072-0950-026-0000	151 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
637	072-0950-027-0000	153 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
638	072-0950-028-0000	155 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
639	072-0950-029-0000	157 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
640	072-0950-030-0000	159 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
641	072-0950-031-0000	161 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
642	072-0950-032-0000	163 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
643	072-0950-033-0000	160 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
644	072-0950-034-0000	101 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
645	072-0950-035-0000	103 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
646	072-0950-036-0000	105 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
647	072-0950-037-0000	107 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
648	072-0950-038-0000	109 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
649	072-0950-039-0000	111 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
650	072-0950-040-0000	113 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
651	072-0950-041-0000	115 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
652	072-0950-042-0000	117 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
653	072-0950-043-0000	116 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
654	072-0950-044-0000	114 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
655	072-0950-045-0000	112 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
656	072-0950-046-0000	110 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
657	072-0950-047-0000	108 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
658	072-0950-048-0000	106 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
659	072-0950-049-0000	104 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
660	072-0950-050-0000	102 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
661	072-0950-051-0000	100 CASSIN CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
662	072-0950-052-0000	154 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
663	072-0950-053-0000	152 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
664	072-0950-054-0000	150 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
665	072-0950-055-0000	148 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
666	072-0950-056-0000	146 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
667	072-0950-057-0000	144 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
668	072-0950-058-0000	142 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
669	072-0950-059-0000	138 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
670	072-0950-060-0000	134 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
671	072-0950-061-0000	130 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
672	072-0950-062-0000	126 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
673	072-0950-063-0000	122 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
674	072-0950-064-0000	118 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
675	072-0950-065-0000	114 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
676	072-0950-066-0000	110 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
677	072-0950-067-0000	108 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
678	072-0950-068-0000	106 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
679	072-0950-069-0000	104 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
680	072-0950-070-0000	102 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
681	072-0950-071-0000	100 HOPFIELD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
682	072-0950-072-0000	PRAIRIE CITY RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
683	072-0960-001-0000	316 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
684	072-0960-002-0000	318 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
685	072-0960-003-0000	320 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
686	072-0960-004-0000	322 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
687	072-0960-005-0000	324 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
688	072-0960-006-0000	326 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
689	072-0960-007-0000	328 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
690	072-0960-008-0000	330 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
691	072-0960-009-0000	100 FAITHORNE LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
692	072-0960-010-0000	337 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
693	072-0960-011-0000	335 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
694	072-0960-012-0000	333 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
695	072-0960-013-0000	331 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
696	072-0960-014-0000	329 TURN PIKE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
697	072-0960-015-0000	98 WHISTLE STOP WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
698	072-0960-016-0000	100 WHISTLE STOP WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
699	072-0960-017-0000	100 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
700	072-0960-018-0000	102 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
701	072-0960-019-0000	104 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
702	072-0960-020-0000	106 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
703	072-0960-021-0000	108 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
704	072-0960-022-0000	100 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
705	072-0960-023-0000	102 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
706	072-0960-024-0000	104 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
707	072-0960-025-0000	111 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
708	072-0960-026-0000	109 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
709	072-0960-027-0000	107 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
710	072-0960-028-0000	105 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
711	072-0960-029-0000	103 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
712	072-0960-030-0000	101 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
713	072-0960-031-0000	191 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
714	072-0960-032-0000	189 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
715	072-0960-033-0000	187 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
716	072-0960-034-0000	185 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
717	072-0960-035-0000	183 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
718	072-0960-036-0000	181 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
719	072-0960-037-0000	179 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
720	072-0960-038-0000	177 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
721	072-0960-039-0000	175 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
722	072-0960-040-0000	173 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
723	072-0960-043-0000	174 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
724	072-0960-045-0000	178 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
725	072-0960-046-0000	180 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
726	072-0960-047-0000	182 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
727	072-0960-048-0000	184 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
728	072-0960-049-0000	186 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
729	072-0960-050-0000	188 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
730	072-0960-051-0000	190 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
731	072-0960-052-0000	192 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
732	072-0960-053-0000	194 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
733	072-0960-054-0000	196 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
734	072-0960-055-0000	198 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
735	072-0960-056-0000	105 WHISTLE STOP WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
736	072-0960-057-0000	103 WHISTLE STOP WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
737	072-0960-058-0000	101 WHISTLE STOP WAY	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
738	072-0960-059-0000	176 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
739	072-0960-060-0000	172 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
740	072-0960-061-0000	170 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
741	072-0970-001-0000	110 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
742	072-0970-002-0000	112 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
743	072-0970-003-0000	114 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
744	072-0970-004-0000	103 PERKINS STATION WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
745	072-0970-005-0000	105 PERKINS STATION WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
746	072-0970-006-0000	101 BEUTH CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
747	072-0970-007-0000	103 BEUTH CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
748	072-0970-008-0000	105 BEUTH CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
749	072-0970-009-0000	104 BEUTH CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
750	072-0970-010-0000	102 BEUTH CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
751	072-0970-011-0000	100 BEUTH CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
752	072-0970-012-0000	117 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
753	072-0970-013-0000	121 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
754	072-0970-014-0000	125 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
755	072-0970-015-0000	103 HESILER CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
756	072-0970-016-0000	104 HESILER CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
757	072-0970-017-0000	102 HESILER CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
758	072-0970-018-0000	100 HESILER CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
759	072-0970-019-0000	122 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
760	072-0970-020-0000	120 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
761	072-0970-021-0000	118 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
762	072-0970-022-0000	116 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
763	072-0970-023-0000	114 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
764	072-0970-024-0000	112 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
765	072-0970-025-0000	110 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
766	072-0970-026-0000	108 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
767	072-0970-027-0000	106 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
768	072-0970-028-0000	113 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
769	072-0970-029-0000	115 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
770	072-0970-030-0000	117 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
771	072-0970-031-0000	119 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
772	072-0970-032-0000	121 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
773	072-0970-033-0000	123 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
774	072-0970-034-0000	125 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
775	072-0970-035-0000	127 KENNAR WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
776	072-0970-036-0000	141 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
777	072-0970-037-0000	145 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
778	072-0970-038-0000	149 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
779	072-0970-039-0000	153 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
780	072-0970-040-0000	157 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
781	072-0970-041-0000	161 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
782	072-0970-042-0000	163 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
783	072-0970-043-0000	165 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
784	072-0970-044-0000	167 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
785	072-0970-045-0000	169 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
786	072-0970-046-0000	171 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
787	072-0970-056-0000	150 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
788	072-0970-057-0000	148 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
789	072-0970-058-0000	146 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
790	072-0970-059-0000	144 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
791	072-0970-060-0000	142 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
792	072-0970-061-0000	140 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
793	072-0970-062-0000	138 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
794	072-0970-063-0000	136 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
795	072-0970-064-0000	134 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
796	072-0970-065-0000	132 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
797	072-0970-066-0000	130 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
798	072-0970-067-0000	128 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
799	072-0970-068-0000	126 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
800	072-0970-069-0000	124 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
801	072-0970-070-0000	122 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
802	072-0970-071-0000	120 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
803	072-0970-072-0000	118 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
804	072-0970-073-0000	106 PERKINS STATION WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
805	072-0970-074-0000	104 PERKINS STATION WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
806	072-0970-075-0000	102 PERKINS STATION WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
807	072-0970-076-0000	IRON POINT RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
808	072-0970-077-0000	168 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
809	072-0970-078-0000	166 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
810	072-0970-079-0000	164 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
811	072-0970-080-0000	162 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
812	072-0970-081-0000	160 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
813	072-0970-082-0000	158 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
814	072-0970-083-0000	152 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
815	072-0970-084-0000	154 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
816	072-0970-085-0000	156 BAYLINE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
817	072-1150-001-0000	100 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
818	072-1150-002-0000	104 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
819	072-1150-003-0000	108 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
820	072-1150-004-0000	112 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
821	072-1150-005-0000	116 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
822	072-1150-006-0000	120 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
823	072-1150-007-0000	124 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
824	072-1150-008-0000	128 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
825	072-1150-009-0000	132 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
826	072-1150-010-0000	136 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
827	072-1150-011-0000	140 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
828	072-1150-012-0000	144 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
829	072-1150-013-0000	148 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
830	072-1150-014-0000	152 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
831	072-1150-015-0000	156 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
832	072-1150-016-0000	149 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
833	072-1150-017-0000	145 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
834	072-1150-018-0000	141 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
835	072-1150-019-0000	137 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
836	072-1150-020-0000	133 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
837	072-1150-021-0000	129 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
838	072-1150-022-0000	125 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
839	072-1150-023-0000	121 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
840	072-1150-024-0000	117 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
841	072-1150-025-0000	113 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
842	072-1150-026-0000	109 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
843	072-1150-027-0000	105 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
844	072-1150-028-0000	101 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
845	072-1150-029-0000	1141 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
846	072-1150-030-0000	1137 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
847	072-1150-031-0000	1133 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
848	072-1150-032-0000	1129 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
849	072-1150-033-0000	1125 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
850	072-1150-034-0000	1121 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
851	072-1150-035-0000	1117 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
852	072-1150-036-0000	1113 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
853	072-1150-037-0000	1109 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
854	072-1150-038-0000	1105 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
855	072-1150-039-0000	1101 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
856	072-1150-040-0000	155 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
857	072-1150-041-0000	151 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
858	072-1150-042-0000	1100 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
859	072-1150-043-0000	1104 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
860	072-1150-044-0000	1108 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
861	072-1150-045-0000	1112 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
862	072-1150-046-0000	1116 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
863	072-1150-047-0000	1120 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
864	072-1150-048-0000	1124 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
865	072-1150-049-0000	1128 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
866	072-1150-050-0000	1132 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
867	072-1150-051-0000	1136 SANDY CREEK DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
868	072-1150-052-0000	636 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
869	072-1150-053-0000	632 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
870	072-1150-054-0000	628 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
871	072-1150-055-0000	624 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
872	072-1150-056-0000	620 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
873	072-1150-057-0000	616 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
874	072-1150-058-0000	612 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
875	072-1150-059-0000	608 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
876	072-1150-060-0000	604 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
877	072-1150-061-0000	600 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
878	072-1150-062-0000	1037 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
879	072-1150-063-0000	1033 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
880	072-1150-064-0000	1029 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
881	072-1150-065-0000	1025 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
882	072-1150-066-0000	1021 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
883	072-1150-067-0000	1017 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
884	072-1150-068-0000	1013 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
885	072-1150-069-0000	1009 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
886	072-1150-070-0000	1005 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
887	072-1150-071-0000	1001 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
888	072-1150-072-0000	200 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
889	072-1150-073-0000	204 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
890	072-1150-074-0000	208 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
891	072-1150-075-0000	212 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
892	072-1150-076-0000	216 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
893	072-1150-077-0000	220 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
894	072-1150-078-0000	224 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
895	072-1150-079-0000	228 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
896	072-1150-080-0000	209 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
897	072-1150-081-0000	205 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
898	072-1150-082-0000	201 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
899	072-1150-083-0000	1000 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
900	072-1150-084-0000	1004 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
901	072-1150-085-0000	1008 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
902	072-1150-086-0000	1012 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
903	072-1150-087-0000	1016 MEADOWBRIDGE DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
904	072-1150-088-0000	512 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
905	072-1150-089-0000	508 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
906	072-1150-090-0000	501 PEMBERTON LN	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
907	072-1150-091-0000	BLACK DIAMOND DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
908	072-1150-092-0000	BLACK DIAMOND DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
909	072-1150-093-0000	BLACK DIAMOND DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
910	072-1160-001-0000	504 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
911	072-1160-002-0000	500 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
912	072-1160-003-0000	919 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
913	072-1160-004-0000	917 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
914	072-1160-005-0000	913 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
915	072-1160-006-0000	911 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
916	072-1160-007-0000	909 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
917	072-1160-008-0000	229 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
918	072-1160-009-0000	231 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
919	072-1160-010-0000	232 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
920	072-1160-011-0000	236 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
921	072-1160-012-0000	240 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
922	072-1160-013-0000	244 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
923	072-1160-014-0000	248 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
924	072-1160-015-0000	252 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
925	072-1160-016-0000	256 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
926	072-1160-017-0000	900 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
927	072-1160-018-0000	904 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
928	072-1160-019-0000	908 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
929	072-1160-020-0000	910 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
930	072-1160-021-0000	912 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
931	072-1160-022-0000	914 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
932	072-1160-023-0000	916 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
933	072-1160-024-0000	918 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
934	072-1160-025-0000	920 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
935	072-1160-026-0000	922 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
936	072-1160-027-0000	924 BLUE RAPIDS DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
937	072-1160-028-0000	495 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
938	072-1160-029-0000	491 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
939	072-1160-030-0000	425 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
940	072-1160-031-0000	421 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
941	072-1160-032-0000	329 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
942	072-1160-033-0000	327 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
943	072-1160-034-0000	325 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
944	072-1160-035-0000	323 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
945	072-1160-036-0000	321 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
946	072-1160-037-0000	319 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
947	072-1160-038-0000	317 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
948	072-1160-039-0000	315 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
949	072-1160-040-0000	313 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
950	072-1160-041-0000	311 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
951	072-1160-042-0000	263 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
952	072-1160-043-0000	259 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
953	072-1160-044-0000	310 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
954	072-1160-045-0000	312 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
955	072-1160-046-0000	314 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
956	072-1160-047-0000	316 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
957	072-1160-048-0000	318 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
958	072-1160-049-0000	320 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
959	072-1160-050-0000	322 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
960	072-1160-051-0000	324 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
961	072-1160-052-0000	326 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
962	072-1160-053-0000	328 BAIRD DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
963	072-1160-054-0000	418 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
964	072-1160-055-0000	416 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
965	072-1160-056-0000	414 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
966	072-1160-057-0000	412 PEMBERTON LN	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
967	072-1160-058-0000	325 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
968	072-1160-059-0000	323 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
969	072-1160-060-0000	321 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
970	072-1160-061-0000	319 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
971	072-1160-062-0000	317 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
972	072-1160-063-0000	315 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
973	072-1160-064-0000	313 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
974	072-1160-065-0000	311 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
975	072-1160-066-0000	309 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
976	072-1160-067-0000	307 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
977	072-1160-068-0000	305 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
978	072-1160-069-0000	303 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
979	072-1160-070-0000	300 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
980	072-1160-071-0000	302 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
981	072-1160-072-0000	304 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
982	072-1160-073-0000	306 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
983	072-1160-074-0000	308 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
984	072-1160-075-0000	310 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
985	072-1160-076-0000	312 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
986	072-1160-077-0000	314 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
987	072-1160-078-0000	316 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
988	072-1160-079-0000	318 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
989	072-1160-080-0000	320 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
990	072-1160-081-0000	322 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
991	072-1160-082-0000	324 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
992	072-1160-083-0000	326 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
993	072-1160-084-0000	328 BRIGHTSTONE CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
994	072-1160-085-0000	BLACK DIAMOND DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
995	072-1160-086-0000	263 BRIGHTSTONE CIR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
996	072-1160-087-0000	BRIGHTSTONE CIR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
997	072-1160-088-0000	BLACK DIAMOND DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
998	072-1220-004-0000	141 IRON POINT RD	Non-Residential	3.48	0.80	0.80	5.56	160.8622	894.39
999	072-1220-005-0000	161 IRON POINT RD	Non-Residential	3.18	0.80	0.80	5.08	160.8622	817.18
1000	072-1220-008-0000	321 IRON POINT RD	Non-Residential	1.82	0.80	0.80	2.91	160.8622	468.11
1001	072-1220-009-0000	341 IRON POINT RD	Non-Residential	1.67	0.80	0.80	2.68	160.8622	431.11
1002	072-1220-010-0000	171 IRON POINT RD	Non-Residential	7.17	0.80	0.80	11.47	160.8622	1,845.09
1003	072-1220-012-0000	181 IRON POINT RD	Non-Residential	1.04	0.80	0.80	1.66	160.8622	267.03
1004	072-1220-020-0000	261 IRON POINT RD	Non-Residential	7.96	0.80	0.80	12.73	160.8622	2,047.78

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1005	072-1220-022-0000	IRON POINT RD	Undeveloped/Utility	0.00	0.25	0.25	0.00	160.8622	0.00
1006	072-1220-024-0000	121 IRON POINT RD	Non-Residential	1.96	0.80	0.80	3.14	160.8622	505.11
1007	072-1220-025-0000	IRON POINT RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1008	072-1220-027-0000	301 IRON POINT RD	Non-Residential	2.91	0.80	0.80	4.66	160.8622	749.62
1009	072-1220-028-0000	221 IRON POINT RD	Non-Residential	4.24	0.80	0.80	6.78	160.8622	1,090.65
1010	072-1220-031-0001	IRON POINT RD	Non-Residential	0.05	0.80	0.80	0.08	160.8622	12.87
1011	072-1220-031-0002	IRON POINT RD	Non-Residential	0.14	0.80	0.80	0.22	160.8622	35.39
1012	072-1220-031-0003	IRON POINT RD	Non-Residential	0.04	0.80	0.80	0.07	160.8622	11.26
1013	072-1220-031-0004	IRON POINT RD	Non-Residential	0.11	0.80	0.80	0.18	160.8622	28.96
1014	072-1220-031-0005	IRON POINT RD	Non-Residential	0.04	0.80	0.80	0.07	160.8622	11.26
1015	072-1220-031-0006	IRON POINT RD	Non-Residential	0.11	0.80	0.80	0.18	160.8622	28.96
1016	072-1220-031-0007	IRON POINT RD	Non-Residential	0.31	0.80	0.80	0.50	160.8622	80.43
1017	072-1220-031-0008	IRON POINT RD	Non-Residential	0.05	0.80	0.80	0.07	160.8622	11.26
1018	072-1220-031-0009	IRON POINT RD	Non-Residential	0.30	0.80	0.80	0.48	160.8622	77.21
1019	072-1220-031-0010	IRON POINT RD	Non-Residential	0.07	0.80	0.80	0.11	160.8622	17.69
1020	072-1220-031-0011	IRON POINT RD	Non-Residential	0.08	0.80	0.80	0.12	160.8622	19.30
1021	072-1220-031-0012	IRON POINT RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1022	072-1230-001-0000	INGERSOLL WAY	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1023	072-1230-002-0000	421 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1024	072-1230-003-0000	425 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1025	072-1230-004-0000	429 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1026	072-1230-005-0000	430 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1027	072-1230-006-0000	426 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1028	072-1230-007-0000	422 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1029	072-1230-008-0000	418 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1030	072-1230-009-0000	319 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1031	072-1230-010-0000	323 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1032	072-1230-011-0000	327 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1033	072-1230-012-0000	331 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1034	072-1230-013-0000	335 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1035	072-1230-014-0000	435 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1036	072-1230-015-0000	439 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1037	072-1230-016-0000	443 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1038	072-1230-017-0000	438 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1039	072-1230-018-0000	434 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1040	072-1230-019-0000	430 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1041	072-1230-020-0000	426 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1042	072-1230-021-0000	422 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1043	072-1230-022-0000	418 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1044	072-1230-023-0000	414 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1045	072-1230-024-0000	355 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1046	072-1230-025-0000	359 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1047	072-1230-026-0000	363 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1048	072-1230-027-0000	419 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1049	072-1230-028-0000	423 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1050	072-1230-029-0000	427 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1051	072-1230-030-0000	431 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1052	072-1230-031-0000	435 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1053	072-1230-032-0000	439 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1054	072-1230-033-0000	443 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1055	072-1230-034-0000	444 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1056	072-1230-035-0000	440 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1057	072-1230-036-0000	436 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1058	072-1230-037-0000	432 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1059	072-1230-038-0000	428 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1060	072-1230-039-0000	424 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1061	072-1230-040-0000	420 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1062	072-1230-041-0000	416 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1063	072-1230-042-0000	412 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1064	072-1230-043-0000	408 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1065	072-1230-044-0000	404 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1066	072-1230-045-0000	400 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1067	072-1230-046-0000	380 PARKER DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1068	072-1230-047-0000	376 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1069	072-1230-048-0000	372 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1070	072-1230-049-0000	368 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1071	072-1230-050-0000	364 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1072	072-1230-051-0000	360 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1073	072-1230-052-0000	356 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1074	072-1230-053-0000	352 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1075	072-1230-054-0000	348 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1076	072-1230-055-0000	344 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1077	072-1230-056-0000	340 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1078	072-1230-057-0000	336 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1079	072-1230-058-0000	332 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1080	072-1230-059-0000	328 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1081	072-1230-060-0000	324 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1082	072-1230-061-0000	320 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1083	072-1230-062-0000	316 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1084	072-1230-063-0000	312 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1085	072-1230-064-0000	308 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1086	072-1230-065-0000	304 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1087	072-1230-066-0000	300 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1088	072-1230-067-0000	INGERSOLL WAY	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1089	072-1240-001-0000	499 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1090	072-1240-002-0000	495 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1091	072-1240-003-0000	491 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1092	072-1240-004-0000	487 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1093	072-1240-005-0000	483 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1094	072-1240-006-0000	479 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1095	072-1240-007-0000	475 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1096	072-1240-008-0000	471 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1097	072-1240-009-0000	467 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1098	072-1240-010-0000	463 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1099	072-1240-011-0000	459 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1100	072-1240-012-0000	457 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1101	072-1240-013-0000	453 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1102	072-1240-014-0000	449 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1103	072-1240-015-0000	445 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1104	072-1240-016-0000	441 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1105	072-1240-017-0000	437 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1106	072-1240-018-0000	433 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1107	072-1240-019-0000	434 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1108	072-1240-020-0000	438 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1109	072-1240-021-0000	442 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1110	072-1240-022-0000	446 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1111	072-1240-023-0000	468 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1112	072-1240-024-0000	472 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1113	072-1240-025-0000	476 SLOCUM DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1114	072-1240-026-0000	465 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1115	072-1240-027-0000	461 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1116	072-1240-028-0000	457 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1117	072-1240-029-0000	451 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1118	072-1240-030-0000	447 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1119	072-1240-031-0000	442 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1120	072-1240-032-0000	446 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1121	072-1240-033-0000	450 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1122	072-1240-034-0000	454 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1123	072-1240-035-0000	458 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1124	072-1240-036-0000	462 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1125	072-1240-037-0000	466 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1126	072-1240-038-0000	470 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1127	072-1240-039-0000	474 CARLSON WAY	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1128	072-1240-040-0000	479 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1129	072-1240-041-0000	475 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1130	072-1240-042-0000	471 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1131	072-1240-043-0000	467 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1132	072-1240-044-0000	463 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1133	072-1240-045-0000	459 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1134	072-1240-046-0000	455 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1135	072-1240-047-0000	451 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1136	072-1240-048-0000	447 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1137	072-1240-049-0000	448 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1138	072-1240-050-0000	452 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1139	072-1240-051-0000	456 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1140	072-1240-052-0000	460 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1141	072-1240-053-0000	464 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1142	072-1240-054-0000	468 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1143	072-1240-055-0000	472 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1144	072-1240-056-0000	476 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1145	072-1240-057-0000	480 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1146	072-1240-058-0000	484 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1147	072-1240-059-0000	488 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1148	072-1240-060-0000	492 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1149	072-1240-061-0000	496 PARKER DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1150	072-1240-062-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1151	072-1240-063-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1152	072-1290-001-0000	OAK VILLA DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1153	072-1290-002-0000	223 SIERRA OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1154	072-1290-003-0000	219 SIERRA OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1155	072-1290-004-0000	244 OAK VILLA DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1156	072-1290-005-0000	240 OAK VILLA DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1157	072-1290-006-0000	222 SPRING OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1158	072-1290-007-0000	226 SPRING OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1159	072-1290-008-0000	230 SPRING OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1160	072-1290-009-0000	233 SPRING OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1161	072-1290-010-0000	229 SPRING OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1162	072-1290-011-0000	225 SPRING OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1163	072-1290-012-0000	221 SPRING OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1164	072-1290-013-0000	228 GOLDEN OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1165	072-1290-014-0000	224 GOLDEN OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1166	072-1290-015-0000	220 GOLDEN OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1167	072-1290-016-0000	219 GOLDEN OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1168	072-1290-017-0000	223 GOLDEN OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1169	072-1290-018-0000	227 GOLDEN OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1170	072-1290-019-0000	218 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1171	072-1290-020-0000	222 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1172	072-1290-021-0000	226 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1173	072-1290-022-0000	229 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1174	072-1290-023-0000	225 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1175	072-1290-024-0000	221 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1176	072-1290-025-0000	217 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1177	072-1290-026-0000	213 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1178	072-1290-027-0000	209 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1179	072-1290-028-0000	205 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1180	072-1290-029-0000	201 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1181	072-1290-030-0000	202 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1182	072-1290-031-0000	206 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1183	072-1290-032-0000	210 PACIFIC OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1184	072-1290-033-0000	211 TOWERING OAKS CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1185	072-1290-034-0000	207 TOWERING OAKS CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1186	072-1290-035-0000	203 TOWERING OAKS CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1187	072-1290-036-0000	200 TOWERING OAKS CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1188	072-1290-037-0000	204 TOWERING OAKS CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1189	072-1290-038-0000	213 OAK BUTTE CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1190	072-1290-039-0000	209 OAK BUTTE CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1191	072-1290-040-0000	205 OAK BUTTE CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1192	072-1290-041-0000	206 OAK BUTTE CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1193	072-1290-042-0000	210 OAK BUTTE CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1194	072-1290-043-0000	209 WHITE OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1195	072-1290-044-0000	205 WHITE OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1196	072-1290-045-0000	201 WHITE OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1197	072-1290-046-0000	204 WHITE OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1198	072-1290-047-0000	208 WHITE OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1199	072-1290-048-0000	211 MISSION OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1200	072-1290-049-0000	207 MISSION OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1201	072-1290-050-0000	SPRING OAK CT	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1202	072-1290-051-0000	PACIFIC OAK CT	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1203	072-1290-052-0000	OAK VILLA DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1204	072-1290-053-0000	NATOMA DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1205	072-1290-054-0000	NATOMA DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1206	072-1290-055-0000	OAK VILLA DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1207	072-1300-001-0000	277 OAK BRIAR CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1208	072-1300-002-0000	281 OAK BRIAR CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1209	072-1300-003-0000	285 OAK BRIAR CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1210	072-1300-004-0000	289 OAK BRIAR CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1211	072-1300-005-0000	286 OAK BRIAR CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1212	072-1300-006-0000	282 OAK BRIAR CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1213	072-1300-007-0000	281 BRANDY OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1214	072-1300-008-0000	285 BRANDY OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1215	072-1300-009-0000	289 BRANDY OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1216	072-1300-010-0000	288 BRANDY OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1217	072-1300-011-0000	284 BRANDY OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1218	072-1300-012-0000	280 BRANDY OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1219	072-1300-013-0000	266 OAK VILLA DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1220	072-1300-014-0000	262 OAK VILLA DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1221	072-1300-015-0000	216 SIERRA OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1222	072-1300-016-0000	220 SIERRA OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1223	072-1300-017-0000	203 MISSION OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1224	072-1300-018-0000	204 MISSION OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1225	072-1300-019-0000	208 MISSION OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1226	072-1300-020-0000	209 RED OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1227	072-1300-021-0000	205 RED OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1228	072-1300-022-0000	202 RED OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1229	072-1300-023-0000	206 RED OAK CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1230	072-1300-024-0000	OAK VILLA DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1231	072-1300-025-0000	OAK BRIAR CT	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1232	072-1300-026-0000	OAK VILLA DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1233	072-1300-027-0000	OAK VILLA DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1234	072-1300-028-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1235	072-1300-029-0000	OAK VILLA DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1236	072-1320-001-0000	413 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1237	072-1320-002-0000	417 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1238	072-1320-003-0000	421 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1239	072-1320-004-0000	425 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1240	072-1320-005-0000	429 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1241	072-1320-006-0000	428 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1242	072-1320-007-0000	424 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1243	072-1320-008-0000	420 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1244	072-1320-009-0000	416 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1245	072-1320-010-0000	412 WELLSLEY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1246	072-1320-011-0000	358 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1247	072-1320-012-0000	411 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1248	072-1320-013-0000	413 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1249	072-1320-014-0000	415 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1250	072-1320-015-0000	417 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1251	072-1320-016-0000	419 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1252	072-1320-017-0000	421 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1253	072-1320-018-0000	423 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1254	072-1320-019-0000	425 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1255	072-1320-020-0000	427 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1256	072-1320-021-0000	429 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1257	072-1320-022-0000	431 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1258	072-1320-023-0000	433 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1259	072-1320-024-0000	435 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1260	072-1320-025-0000	437 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1261	072-1320-026-0000	439 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1262	072-1320-027-0000	441 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1263	072-1320-028-0000	443 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1264	072-1320-029-0000	445 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1265	072-1320-030-0000	447 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1266	072-1320-031-0000	394 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1267	072-1320-032-0000	396 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1268	072-1320-033-0000	438 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1269	072-1320-034-0000	436 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1270	072-1320-035-0000	434 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1271	072-1320-036-0000	432 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1272	072-1320-037-0000	430 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1273	072-1320-038-0000	428 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1274	072-1320-039-0000	426 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1275	072-1320-040-0000	424 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1276	072-1320-041-0000	422 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1277	072-1320-042-0000	420 AMHURST CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1278	072-1320-043-0000	366 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1279	072-1320-044-0000	368 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1280	072-1320-045-0000	370 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1281	072-1320-046-0000	372 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1282	072-1320-047-0000	374 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1283	072-1320-048-0000	376 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1284	072-1320-049-0000	378 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1285	072-1320-050-0000	380 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1286	072-1320-051-0000	382 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1287	072-1320-052-0000	384 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1288	072-1320-053-0000	386 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1289	072-1320-054-0000	388 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1290	072-1320-055-0000	395 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1291	072-1320-056-0000	393 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1292	072-1320-057-0000	391 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1293	072-1320-058-0000	389 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1294	072-1320-059-0000	387 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1295	072-1320-060-0000	385 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1296	072-1320-061-0000	383 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1297	072-1320-062-0000	381 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1298	072-1320-063-0000	379 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1299	072-1320-064-0000	377 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1300	072-1320-065-0000	375 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1301	072-1320-066-0000	373 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1302	072-1320-067-0000	371 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1303	072-1320-068-0000	369 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1304	072-1320-069-0000	367 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1305	072-1320-070-0000	365 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1306	072-1320-071-0000	363 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1307	072-1320-072-0000	361 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1308	072-1320-073-0000	359 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1309	072-1320-074-0000	357 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1310	072-1320-075-0000	SEATON DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1311	072-1320-076-0000	355 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1312	072-1320-077-0000	353 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1313	072-1320-078-0000	351 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1314	072-1320-079-0000	SEATON DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1315	072-1320-080-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1316	072-1320-081-0000	BLUE RAVINE RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1317	072-1330-001-0000	BLUE RAVINE RD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1318	072-1330-002-0000	SEATON DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1319	072-1330-003-0000	417 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1320	072-1330-004-0000	415 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1321	072-1330-005-0000	413 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1322	072-1330-006-0000	411 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1323	072-1330-007-0000	409 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1324	072-1330-008-0000	407 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1325	072-1330-009-0000	405 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1326	072-1330-010-0000	403 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1327	072-1330-011-0000	401 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1328	072-1330-012-0000	397 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1329	072-1330-013-0000	408 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1330	072-1330-014-0000	410 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1331	072-1330-015-0000	412 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1332	072-1330-016-0000	414 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1333	072-1330-017-0000	416 SEATON DR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1334	072-1360-001-0000	393 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1335	072-1360-002-0000	391 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1336	072-1360-003-0000	389 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1337	072-1360-004-0000	387 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1338	072-1360-005-0000	385 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1339	072-1360-006-0000	383 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1340	072-1360-007-0000	381 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1341	072-1360-008-0000	379 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1342	072-1360-009-0000	377 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1343	072-1360-010-0000	375 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1344	072-1360-011-0000	373 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1345	072-1360-012-0000	371 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1346	072-1360-013-0000	369 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1347	072-1360-014-0000	367 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1348	072-1360-015-0000	365 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1349	072-1360-016-0000	363 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1350	072-1360-017-0000	361 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1351	072-1360-018-0000	359 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1352	072-1360-019-0000	357 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1353	072-1360-020-0000	355 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1354	072-1360-021-0000	353 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1355	072-1360-022-0000	351 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1356	072-1360-023-0000	349 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1357	072-1360-024-0000	347 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1358	072-1360-025-0000	345 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1359	072-1360-026-0000	343 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1360	072-1360-027-0000	339 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1361	072-1360-028-0000	335 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1362	072-1360-029-0000	331 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1363	072-1360-030-0000	327 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1364	072-1360-031-0000	323 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1365	072-1360-032-0000	319 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1366	072-1360-033-0000	315 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1367	072-1360-034-0000	311 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1368	072-1360-035-0000	307 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1369	072-1360-036-0000	305 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1370	072-1360-037-0000	303 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1371	072-1360-038-0000	301 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1372	072-1360-039-0000	304 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1373	072-1360-040-0000	302 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1374	072-1360-041-0000	300 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1375	072-1360-042-0000	394 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1376	072-1360-043-0000	392 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1377	072-1360-044-0000	390 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1378	072-1360-045-0000	378 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1379	072-1360-046-0000	376 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1380	072-1360-047-0000	374 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1381	072-1360-048-0000	372 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1382	072-1360-049-0000	370 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1383	072-1360-050-0000	368 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1384	072-1360-051-0000	364 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1385	072-1360-052-0000	362 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1386	072-1360-053-0000	360 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1387	072-1360-054-0000	438 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1388	072-1360-055-0000	434 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1389	072-1360-056-0000	430 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1390	072-1360-057-0000	426 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1391	072-1360-058-0000	422 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1392	072-1360-059-0000	418 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1393	072-1360-060-0000	416 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1394	072-1360-061-0000	417 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1395	072-1360-062-0000	421 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1396	072-1360-063-0000	425 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1397	072-1360-064-0000	429 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1398	072-1360-065-0000	433 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1399	072-1360-066-0000	437 COVENTRY CT	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1400	072-1360-067-0000	334 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1401	072-1360-068-0000	330 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1402	072-1360-069-0000	326 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1403	072-1360-070-0000	322 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1404	072-1360-071-0000	318 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1405	072-1360-072-0000	314 COVENTRY CIR	Residential	1.00	1.00	1.00	2.00	160.8622	321.72
1406	072-1360-073-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1407	072-1360-074-0000	FOLSOM BLVD	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1408	072-1360-075-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1409	072-1360-076-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1410	072-1360-077-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1411	072-1360-078-0000	NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1412	072-1360-079-0000	COVENTRY CIR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1413	072-2800-001-0000	240 NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1414	072-2800-003-0002	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1415	072-2800-003-0003	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1416	072-2800-003-0004	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1417	072-2800-003-0005	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1418	072-2800-003-0008	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1419	072-2800-003-0009	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1420	072-2800-003-0011	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1421	072-2800-003-0013	240 NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1422	072-2800-003-0014	NATOMA STATION DR	Residential	3.57	1.00	1.00	7.15	160.8622	1,150.16
1423	072-2800-004-0001	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1424	072-2800-004-0002	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03

Assmnt ID	Assessor Parcel Number	Site Address	Land Use Classification	Trip Factor	Aesthetics/ Livability BP	Safety/ Accessibility BP	Total Special BP[1]	Rate per Special BP	Assessment[2]
1425	072-2800-004-0003	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1426	072-2800-004-0005	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1427	072-2800-004-0008	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1428	072-2800-004-0009	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1429	072-2800-004-0010	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1430	072-2800-004-0011	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1431	072-2800-004-0012	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1432	072-2800-004-0013	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1433	072-2800-004-0014	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1434	072-2800-004-0015	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
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1436	072-2800-004-0017	240 NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1437	072-2800-004-0018	NATOMA STATION DR	Residential	2.14	1.00	1.00	4.29	160.8622	690.10
1438	072-2800-005-0001	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1439	072-2800-005-0006	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1440	072-2800-005-0007	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1441	072-2800-005-0008	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1442	072-2800-005-0009	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1443	072-2800-005-0010	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1444	072-2800-005-0011	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1445	072-2800-005-0013	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1446	072-2800-005-0014	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1447	072-2800-005-0015	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1448	072-2800-005-0016	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1449	072-2800-005-0017	240 NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1450	072-2800-005-0018	NATOMA STATION DR	Residential	3.57	1.00	1.00	7.15	160.8622	1,150.16
1451	072-2800-006-0002	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1452	072-2800-006-0008	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1453	072-2800-006-0010	240 NATOMA STATION DR	Residential	0.71	1.00	1.00	1.43	160.8622	230.03
1454	072-2800-006-0013	240 NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1455	072-2800-006-0014	NATOMA STATION DR	Residential	6.43	1.00	1.00	12.87	160.8622	2,070.30
1456	072-2800-025-0000	240 NATOMA STATION DR	No Benefit	0.00	0.00	0.00	0.00	160.8622	0.00
1457	072-2800-026-0000	240 NATOMA STATION DR	Residential	11.44	1.00	1.00	22.87	160.8622	3,678.92
1458	072-2800-027-0000	240 NATOMA STATION DR	Residential	180.11	1.00	1.00	360.23	160.8622	57,947.39
Totals					**1,368.25**	**1,368.25**	**3,278.44**		**$527,371.40**

1. Total Special BP is calculated by multiplying the Trip Factor by the sum of the Aesthetics/Livability BP and the Safety/Accessibility BP for each Assessor Parcel.
2. Rounded to two decimal places.

10. References

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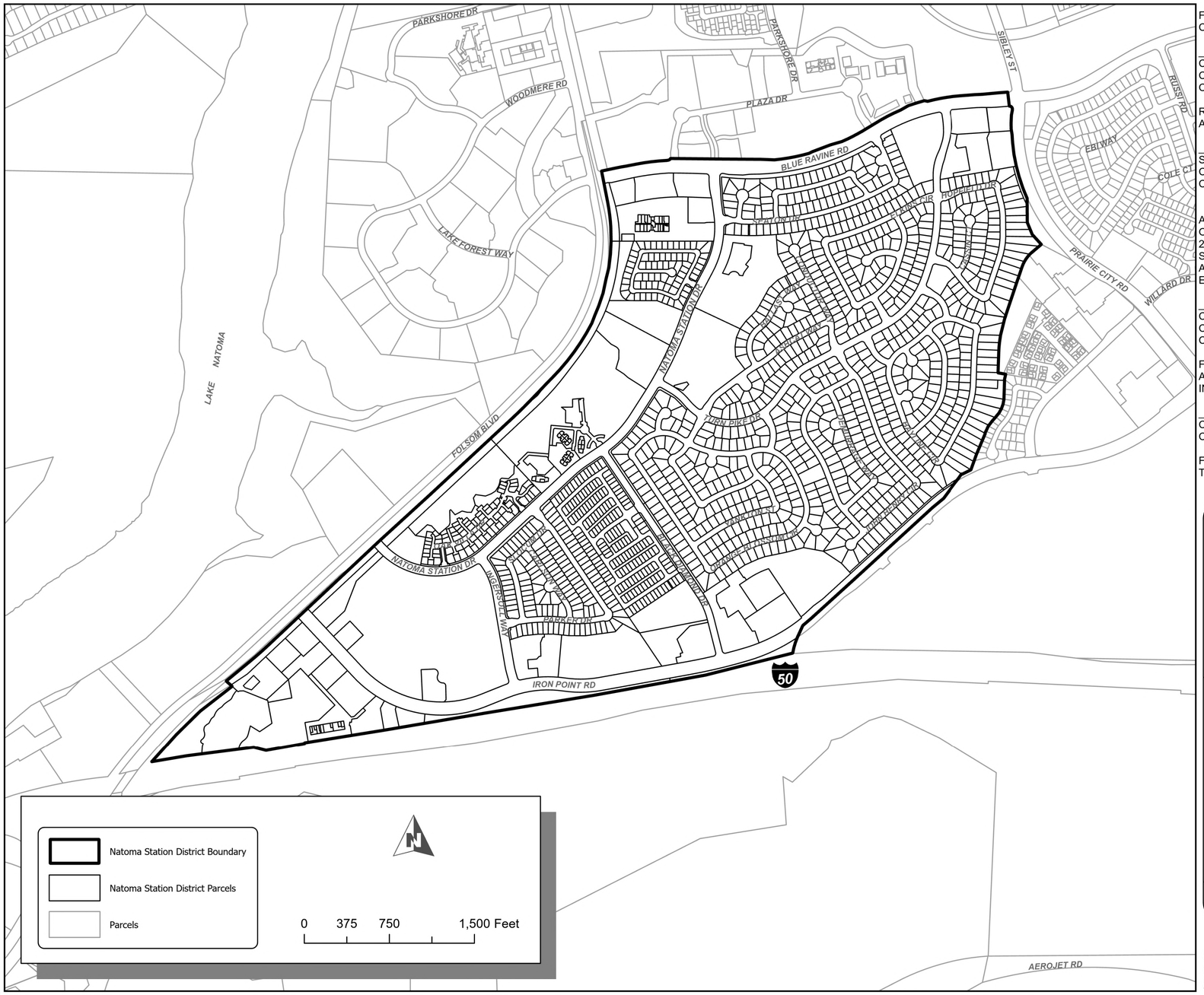
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Attachment 3

ASSESSMENT DIAGRAM
CITY OF FOLSOM
NATOMA STATION MAINTENANCE ASSESSMENT DISTRICT NO. 2025-2

CITY OF FOLSOM
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA



FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF FOLSOM, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, THIS ____ DAY OF _____, 2026.

_____
CITY CLERK
CITY OF FOLSOM
COUNTY OF SACRAMENTO

RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS OF THE CITY OF FOLSOM ON THE LOTS, PIECES AND PARCELS OF LAND ON THIS ASSESSMENT DIAGRAM ON THE ____ DAY OF _____, 2026.

_____
SUPERINTENDENT OF STREETS
CITY OF FOLSOM
COUNTY OF SACRAMENTO

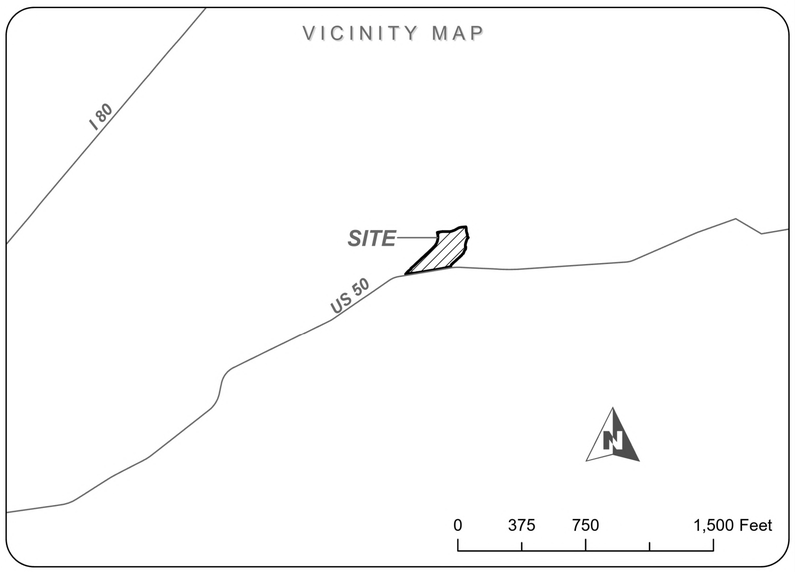
AN ASSESSMENT WAS LEVIED BY THE CITY COUNCIL OF THE CITY OF FOLSOM ON THE LOTS, PIECES, AND PARCELS OF LAND SHOWN ON THIS ASSESSMENT DIAGRAM. THE ASSESSMENT WAS LEVIED ON THE ____ DAY OF _____, 20__; THE ASSESSMENT DIAGRAM AND ASSESSMENT ROLL WERE RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS OF THAT CITY ON THE ____ DAY OF _____, 20___. REFERENCE IS MADE TO THE ASSESSMENT ROLL RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS FOR THE EXACT AMOUNT OF EACH ASSESSMENT LEVIED AGAINST EACH PARCEL OF LAND SHOWN ON THIS ASSESSMENT DIAGRAM.

_____
CITY CLERK
CITY OF FOLSOM
COUNTY OF SACRAMENTO

FILED THIS ____ DAY OF _____, 20__, AT THE HOUR OF __ O'CLOCK _M, IN BOOK _____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AT PAGE _____, IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF SACRAMENTO, STATE OF CALIFORNIA.

_____
COUNTY RECORDER
COUNTY OF SACRAMENTO

FOR PARTICULARS OF THE LINES AND DIMENSIONS OF ASSESSOR PARCELS, REFERENCE IS MADE TO THE MAPS OF THE ASSESSOR, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA.



Source: Sacramento County GIS
Geographic Coordinate Reference: GCS North American 1983
Projection: NAD 1983 StatePlane California II FIPS 0402 Feet

NBS

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	New Business
SUBJECT:	Update and Discussion Regarding Countywide Homelessness Shared Governance
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council support the revised homelessness and housing partnership structure recommended by the County of Sacramento. The recommended model (Recommended Option) would reconstitute the Continuum of Care (CoC) Board with a majority of elected officials including a representative from Folsom. The recommended approach is intended to strengthen countywide collaboration, reduce fragmentation across jurisdictions and service systems, and enhance accountability. By consolidating leadership and policy oversight under a single Board with greater elected-official participation, the model aims to create a more coordinated, transparent, and effective framework for regional homelessness and housing policy.

BACKGROUND / ISSUE

On September 9, 2025, the City Council received a scheduled presentation from the Sacramento County Department of Homeless Services and Housing outlining a proposed countywide partnership model for addressing housing and homelessness. The proposal recommended creating a new body, the Sacramento Homeless and Housing Board (SHHB), that would consist primarily of elected officials who provide policy direction and serve as the Continuum of Care (CoC) Board. County staff explained that the proposed structure is intended to reduce fragmentation by placing responsibility with an elected-majority board to set strategic goals, approve performance targets, establish issue-focused subcommittees, and provide public oversight of CoC activities.

Council members raised questions regarding the scope of the proposed board, including its authority in relation to local land-use decisions and the staffing and funding required to support its operations. While members acknowledged the value of regional collaboration on homelessness, they shared concerns about a structure that could extend too far into local

housing matters. Council members expressed general openness to continued participation but requested that staff return with clearer parameters on authority, budget impacts, and staffing requirements before any final commitments are considered.

On October 28, 2025, a joint meeting was convened with the Sacramento County Board of Supervisors, the Sacramento City Council, and mayors or councilmembers from five of the six surrounding cities: Citrus Heights, Elk Grove, Folsom, Galt, and Rancho Cordova. During this meeting, Mosaic Solutions and Advocacy (Mosaic) facilitated a discussion focused on potential partnership models. While perspectives varied, several consistent themes emerged from the participating surrounding city representatives.

- Participants emphasized the importance of retaining local control over land use decisions and funding allocations for projects within their jurisdictions.
- Participants noted that the number of people experiencing homelessness in their jurisdictions is relatively small compared to the City and County of Sacramento, and that each jurisdiction has taken steps to address these needs locally. They expressed a desire to maintain the ability to develop strategies tailored to their specific circumstances.
- Participants also raised concerns about their capacity to engage in a new regional structure, given that many jurisdictions have small departments overseeing housing and homelessness initiatives. They noted potential challenges in meeting expectations for administrative support, whether through staffing or financial contributions.

Based on input from elected officials during interviews and the October 28 joint meeting, as well as discussions Mosaic held with the County of Sacramento, the City of Sacramento, and Sacramento Steps Forward (SSF)—the current administrative entity for the CoC—Mosaic prepared the *Sacramento Countywide Homelessness Summit Report and Recommendations*, included as Attachment 1. The following summarizes the recommendations presented in that report.

> **Recommendation #1** (Recommended Option) - To ensure more direct involvement of elected officials and a countywide focus on addressing homelessness that breaks down silos and increases accountability, the CoC Board should be restructured to include a majority of elected officials but also include seats for decision making community leaders in sectors impacting homeless and housing efforts. This recommendation brings together leadership and policy direction under one Board, ensuring more direct involvement of elected officials, and having one board as the primary driver of policy and coordination. Under this model, the majority of representatives on the Board would be from the County Board of Supervisors and the Sacramento City Council since those jurisdictions have the largest share of the region's homeless population. However, each suburban jurisdiction (i.e., Citrus Heights, Folsom, Galt, and Rancho Cordova) would have a representative from their respective city councils as well.
>
> **Recommendation #2** - The County Board of Supervisors and the Sacramento City Council should work with the CoC to set a timely and reasonable implementation

schedule for the proposed structural changes, relying on good-faith collaboration from all parties. If the CoC does not agree to reconstruct its board, the County and Sacramento City should move forward with the creation of a new board, the SHHB, as a body of only elected officials, driving policy and coordination for programs administered in the cities and County. In this scenario, there would be two convening spaces - the CoC Board and the SHHB, and the CoC would continue to maintain the federally mandated functions of a CoC. There could be some overlap of participation, but there would be no formal relationship.

Recommendation #3 - In addition to the changes in the leadership structure, the County and the City of Sacramento should enter into a new or updated agreement that builds on the success of the 2022 Partnership Agreement while expanding its scope to address the changing landscape.

Recommendation #4 - The County should work with the other surrounding cities to develop individual agreements that clearly define roles, responsibilities and shared goals.

At the Sacramento County Board of Supervisors meeting on December 9, 2025, Mosaic's report and the County's recommendations were presented, with discussion centered on the proposed partnership model. The Board of Supervisors unanimously approved a motion directing County staff to pursue the Recommended Option, which would reconstitute the CoC Board with a majority of elected officials, contingent upon support from the other cities and the CoC (i.e., Recommendation #1).

The CoC Board has also been having discussions about a partnership model. At the December 10, 2025 meeting, the CoC Board chair presented Option C: Hybrid Collaborative Governance Model**,** which ultimately did not pass. Since then, the CoC Board chair, vice chair, and SSF staff have been working with the County of Sacramento and the City of Sacramento to develop a more detailed option that addresses the concerns raised by CoC Board members. These discussions are ongoing, and the CoC Board anticipates bringing the item back for consideration on February 11, 2026.

At the Sacramento City Council meeting on January 13, 2025, Sacramento City staff presented proposed options and recommendations from the *Sacramento Countywide Homelessness Summit Report and Recommendations*. After much debate, council members voted 7-2 to prioritize pursuing a joint powers authority (JPA) and directed staff to further explore the feasibility of a JPA model rather than proceeding with the County's Recommended Option to reconstitute the CoC Board. Potential JPA structures may include the model proposed under SB 802, as well as other alternatives. With the City of Sacramento pursuing this different direction, it remains unclear how this will affect the County's recommended CoC Board restructuring efforts.

POLICY/RULE

The consideration of a shared partnership approach overseeing homelessness in Sacramento is consistent with the City Housing Element Program H-31 Homeless Services.

NEXT STEPS

County staff will take feedback received from surrounding cities on the CoC recommended restructuring back to the Board of Supervisors for further discussion. Staff will also continue to monitor developments and collaborate with the other jurisdictions and the County as the City of Sacramento evaluates additional JPA options.

FINANCIAL IMPACT

There is no financial impact on the General Fund.

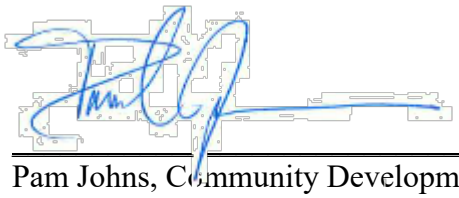
ENVIRONMENTAL REVIEW

This report seeking direction on a proposed homeless and housing partnership structure is administrative in nature and does not constitute a project under the California Environmental Quality Act (CEQA), consistent with CEQA Guidelines Section 15378(b)(5).

ATTACHMENTS

1. Sacramento Countywide Homelessness Summit Report and Recommendations
2. Options for Partnership Approach

Submitted,



Pam Johns, Community Development Director

ATTACHMENT 1

Sacramento Countywide Homelessness Summit Report and Recommendations

Sacramento Countywide Homelessness Summit on October 28, 2025
Report and Recommendations
by Mosaic Solutions & Advocacy

Overview

On October 28, 2025, the Sacramento Countywide Homelessness Summit (Summit) was held at the Library Galleria in downtown Sacramento. This historic meeting brought together the Sacramento County Board of Supervisors, Sacramento City Council, and representatives from suburban cities including Elk Grove, Citrus Heights, Folsom, Rancho Cordova, and Galt to discuss collaborative approaches to addressing homelessness. A complete list of attendees can be found in the appendix of this report. The meeting featured presentations on federal and state funding impacts, progress and possibilities in addressing homelessness within Sacramento, behavioral health services, and legal pathways to get individuals into mental health and substance use treatment. Participants expressed strong support for continued collaboration, with overwhelming agreement to pursue a multi-jurisdictional approach. Major challenges identified included lack of housing, funding shortfalls, inconsistent coordination across jurisdictions, frustration over silos with housing and homelessness partners and impending federal cuts. Solutions discussed included shared or new governance structures, better data sharing, prevention focus, and selecting a new structure that could be established quickly.

Across the count, there were examples of collaboration and solutions that are beginning to make progress in turning the tide of Sacramento County's overall number of people experiencing homelessness. The Sacramento County 2024 Point-in-Time count saw a 28.7 percent reduction in individuals experiencing homelessness since 2022. This could be attributed to the 2023 Sacramento City and County Agreement, as well as the efforts of the City of Sacramento, the suburban cities, and the County of Sacramento in outreach and engagement, increased shelter capacity, temporary housing, and integrated services.

THEMES

Survey Results and Stakeholder Priorities

As part of the pre-work conducted prior to the Summit, a survey was sent out to all elected officials participating in the meeting. There were twenty surveys completed by elected officials, key county and city staff, Sacramento Steps Forward (SSF), and some members of the Continuum of Care (CoC). The survey results from the participants prior to the meeting and questions asked during the meeting clearly showed homelessness is a very important priority, with the Board of Supervisors, Sacramento City Council, and the homeless population ranking as the most vital stakeholders. Not surprisingly, the City and County of Sacramento ranked highest as the jurisdictions facing the most difficult homelessness challenge. For a majority of elected officials, the most meaningful challenges identified included lack of housing, funding for programs and services, handling of homeless encampments, program efficacy, and lack of consistency across jurisdictions. Top priorities for improvement included programs and services, city and county coordination, funding policies, community awareness, and shared governance.

Elected Officials' Desired Engagement Level

Officials expressed a strong desire for more direct involvement in the homelessness response. Key themes included the need for faster response times for constituent services, formal forums for regular coordination meetings, direct involvement in resource allocation decisions and service delivery implementation. Multiple officials emphasized the need to get services to people more quickly. A majority of elected officials mentioned wanting a direct role in governance and accepting the accountability that comes with it. During the summit and in previous interviews, elected officials expressed that they need more regular access to critical information from existing structures like Sacramento Steps Forward (SSF), the Continuum of Care (CoC), and Sacramento Housing Redevelopment Agency (SHRA) to effectively serve their constituents and make informed policy decisions.

Regional Coordination and Information Sharing

Strong consensus emerged for a formal forum that would meet monthly or quarterly where elected officials from all jurisdictions could coordinate efforts, share information about programs, establish similar strategies, and avoid displacing problems to neighboring areas, deeming the current ad hoc approach insufficient. A need was identified for real-time information sharing, including which programs are working, how cities can access county services, federal policy changes affecting funding, and data-driven decision making. Multiple participants noted opportunities for SSF and the CoC to take a stronger leadership role in facilitating information sharing and regional coordination. Participants wanted to

move beyond individual presentations to collaborative dialogue where officials can build on each other's ideas and make joint decisions including involvement from first responders and law enforcement.

Prevention vs Response Strategy

Multiple participants emphasized the need to shift focus toward prevention rather than just responding to current problems on the streets. Currently, approximately 1% of the $418 million spent on addressing homelessness goes to prevention, according to statistics cited at the Summit. Prevention receives insufficient resources despite being more cost-effective in the long run. Some officials stressed that the county region cannot 'build its way out' of homelessness through sheltering alone – it must prevent people at risk from becoming homeless. Prevention programs include affordable housing development, rental assistance programs, early intervention services, and access to substance use and mental health treatment services.

Data-Driven Decision Making and Accountability

Several officials placed a strong emphasis on the need for a mission-driven, vision-based approach supported by data analytics. They want to see evidence of program effectiveness across different districts and jurisdictions. Many identified the need for real-time data sharing, performance metrics, and the ability to redirect resources when programs aren't working. Others stressed the importance of measuring outcomes and managing what gets measured.

Suburban Cities Participation

During the discussion, the group addressed the role of smaller jurisdictions in a countywide collaboration. While acknowledging that most of the homeless population is concentrated in the City of Sacramento and the unincorporated County, there was also recognition that all cities are affected by the transient nature of this population and the need for regional solutions. Smaller cities shared that they contribute through prevention efforts, sharing best practices, and joint advocacy at state/federal levels. Some also expressed concern about governance structures and potential loss of local control in land use decisions and local funding. However, there was general agreement that a countywide approach strengthens the collective voice for funding and policy advocacy.

Staff and Partner Roles

The officials expressed a strong appreciation for city and county staff expertise and collaborative relationships. They also acknowledged that they are not subject matter

experts and benefit from the input of professionals and leaders in the community such as first responders, law enforcement, nonprofit partners, hospital systems, and people with lived experience. Officials also acknowledged the importance of staff in the process of implementing decisions, but concerns were raised about staff burnout from competing priorities and need for clarity on goals and priorities. Some stressed the importance of including community health workers, healthcare providers, and frontline service providers in the planning processes.

Funding Challenges and Federal Impacts

One of the major concerns raised was the impending federal funding cuts affecting HUD programs, permanent supportive housing, and social safety net services. After the October 28th Summit, HUD released its new policies and funding proposals which will change what needs to be prioritized for federal funding. The state budget situation is also constraining and may result in reduced allocations in homelessness funding. Local jurisdictions will also be facing deficits which may impact their ability to make local contributions to existing homeless and housing programs. There was general recognition that more must be done with less resources, requiring better coordination and economies of scale. Participants identified the need for joint advocacy to state and federal levels to protect existing funding and secure new resources. They emphasized that if the incorporated cities and County of Sacramento could work together more closely, they could improve opportunities for regional grants from state and federal sources.

Current Partnership Agreement Evaluation

The Officials discussed the existing Sacramento City-County Partnership Agreement that was signed in December 2022 with implementation beginning in 2023. There was agreement that this has been largely successful in meeting deliverables and better coordination with City and County. The Officials favored building on a proven foundation rather than creating an entirely new agreement. This included an emphasis on avoiding additional bureaucracy while improving coordination and outcomes. Transparency in developing a new agreement was also raised as a critical issue.

Organizational Structure Options

During the meeting, an important discussion arose regarding whether the need for improved collaboration should be addressed through a new structure, including a Joint Powers Authority (JPA), Memorandum of Understanding (MOU), or other multi-party agreements. There was also discussion on whether this goal might more easily be achieved through the development of shared goals, updating the current working agreements and informal coordination via additional county-wide meetings. Past Grand Jury reports were

mentioned, that recommended a formal governance structure and emphasized the need for a formal document to ensure consistency beyond the tenure of current elected officials and to provide an accountability framework. Some Officials pointed out that coordination does not require new organization but can be accomplished more efficiently with better utilization of existing structures. This touches on existing structures like SSF, CoC, and SHRA. Overall, there was shared support for whatever structure enables shared decision-making and resource coordination while maintaining appropriate roles for different sized jurisdictions. There was a recognition of the importance of detailing the roles and responsibilities of the County and the cities if any new or updated shared governance arrangement is created. The need for expediency was raised, regardless of which system is created to improve coordination among the incorporated cities and the County of Sacramento.

Public Comment Themes

Community speakers emphasized the importance of prevention, permanent housing solutions, and including people with lived experience in planning the future. Many addressed trust issues between government and community, while others focused on human dignity, and the urgency of the crisis with winter approaching. Specific concerns were also raised about jail release procedures, SHRA performance, the CoC and SSF performance and responsibilities, along with the need for more flexible service approaches, affordable housing development and the environmental impacts of encampments. Most speakers expressed strong support for regional collaboration approach of some kind.

Recommendation

When reviewing the perspectives shared in the meeting and during one-on-one interviews that occurred before and after the Summit, two themes consistently emerged: first, the need for the elected city and county representatives to become more directly involved in leading the homelessness efforts in the Sacramento region; and second, the need to strengthen the existing system to make it more collaborative and effective. All officials present at the October 28th Summit expressed a commitment to working together to confront the complexities of homelessness across the cities and in the County. While new ideas—such as establishing a new Sacramento Housing and Homelessness Board or creating a new JPA—may appear promising (and ultimately may be needed) they largely function as workarounds, intended to address the elected officials' frustration with the effectiveness of the current system.

Under the current system, the Sacramento CoC serves as the federally designated decision-making body that is responsible for coordinating and overseeing grants,

strategies and programs to address homelessness. These grants support community-wide planning, resource coordination, data collection, and the operation of programs that help people experiencing homelessness move into housing.

Sacramento's CoC is part of the U.S. Department of Housing and Urban Development's national CoC Program and is governed by a Board of over 30 community members, utilizing 10 standing committees. As discussed below, we believe that this diluted leadership structure has contributed to the CoC's perceived lack of effectiveness.

With regard to SSF, it presently serves as the lead agency for the CoC, helping with the coordination of funding through HUD and assisting in the CoC's mission of providing oversight and monitoring of projects receiving CoC funding. SSF is a non-profit and is governed by its own Board of Directors, independent of the CoC.

The day-to-day relationship between SSF and the CoC is complex. Based on our interviews, it is unclear to many stakeholders whether the CoC is setting policy that SSF executes, or whether SSF is effectively guiding the CoC's development of Sacramento's homeless priorities. This ambiguity has contributed to a lack of clear leadership and accountability across the system. For example, members of the CoC reported that their board had not received financial reports from SSF in the last several years. In this light, it is important to note that while several city and county staff serve on the CoC, currently no elected officials serve on the board of either SSF or the CoC.

Many officials that were interviewed agreed that SSF has an important policy-setting role and employs many capable staff members who are diligently working to coordinate homelessness systems across the cities and the County. However, there was also strong consensus among elected officials that the information, data, and reporting generated by SSF and the CoC are not consistently or effectively communicated from SSF leadership to the officials who rely on this information to govern. As a result, many elected officials believe that communication, leadership and accountability in the current system could be significantly improved through a new, more direct leadership structure at both SSF and the CoC.

As noted above, for many years the role of the CoC was straight-forward, it served as the lead agency for seeking and distributing federal funding, along with coordinating Sacramento's homelessness response. But since 2015, with the introduction of new state, county, and local funding streams, the CoC's federal funding now contributes only about 10 percent of the overall resources addressing homelessness in Sacramento. This shift to a more diversified funding stream has complicated the roles of the CoC and SSF, requiring a greater level of collaboration between these groups and the elected leaders in the region.

Both the Sacramento County Board of Supervisors and the Sacramento City Council have discussed various strategies to address communication gaps between the CoC, SSF, and elected officials and many of the recommendations in this report build upon concepts that have been raised in prior discussions.

Recommendation #1

To ensure more direct involvement of elected officials and a countywide focus on addressing homelessness that breaks down silos and increases accountability, our first recommendation is to reconstitute the leadership of the CoC. While the CoC must continue to meet federal guidelines, we recommend that the CoC change its leadership structure, so that a majority of voting members are elected officials from the Sacramento County Board of Supervisors, the City of Sacramento, along with an elected official from the suburban cities in Sacramento County. While those elected officials can then decide whether to attend themselves or send a representative, in either case, they will have a direct line of authority, communication, and responsibility for improving the region's homelessness response.

In addition, the CoC membership should include community leaders with decision making authority from Sacramento hospital systems, first responders, law enforcement, business community, and school districts, while maintaining some of the existing members from community-based organizations and individuals with lived experience.

The reconstituted CoC would then, under the leadership of elected officials and diverse stakeholders, become the primary driver of homelessness policy and coordination in Sacramento County. The CoC would have the authority and responsibility to determine its relationship with SSF, including whether SSF would maintain its role as the CoC's lead agency in Sacramento and under what terms. Under this model, the CoC would have the power and accountability to implement a vision driven by elected leadership from throughout the County. This change would break down existing silos and align Sacramento's governance structure similarly to other successful models of CoCs that are more directly connected to local government.

As the region faces significant HUD funding cuts, changes to the CoC mission, possible reductions in state funding, and constrained local budgets, it is critical that Sacramento has in place a direct and effective structure, allowing the cities and the County the authority and accountability needed to achieve rapid, comprehensive improvement in managing these challenges. In our view, a revised CoC leadership structure is the best approach to meet these challenges.

Recommendation #2

To ensure the timeliness of these structural changes, the County Board of Supervisors and the Sacramento City Council should work collaboratively with the CoC to establish a reasonable implementation timeline. This transition will require good-faith efforts from all parties. However, if the CoC is unable or unwilling to work with the City and County of Sacramento to reconstitute its structure so that elected officials from the County and incorporated cities hold a majority of seats, the Sacramento City and County should be prepared to move forward with the creation of a new Board or Commission to assume the policy-making and coordination functions currently performed by the CoC/SSF, while maintaining only those federally mandated functions at the CoC.

Under this scenario, the Sacramento County Board of Supervisors and the Sacramento City Council would redirect county and city funding to support the new Board or Commission, focusing local resources where elected officials have direct accountability. While reconstituting the existing CoC remains the preferred approach due to its established infrastructure and relationships, creating a new governance structure may become necessary if the current system cannot adapt to meet the region's evolving needs.

Recommendation #3

In addition to a leadership structure, the County of Sacramento and the City of Sacramento should enter into a new or updated MOU that builds on the success of the 2022 partnership agreement while expanding its scope to address the changing landscape. While county and city staff and officials are already working collaboratively under the current framework, formalizing an enhanced agreement that clearly lays out expanded roles, shared performance metrics, and joint governance goals will help sustain this partnership through changes in staffing, elected leadership, and fiscal conditions.

Recommendation #4

The County of Sacramento should work with the County's suburban cities to develop individual MOUs or agreements that clearly define roles, responsibilities, and shared goals. Although many suburban cities are taking proactive steps to address homelessness and their populations are smaller and more manageable, this progress is at risk. Without formal agreements or partnerships, gains could be lost as funding diminishes and attention shifts to other emerging priorities.

The October 28th Countywide Homelessness Summit marked an important first step in bringing Sacramento County and all incorporated cities together to discuss homelessness in a more coordinated way. This effort comes at a critical moment, as these cities prepare for potentially significant federal and state funding changes.

Conclusion:

The October 28th Countywide Homelessness Summit demonstrated that Sacramento is ready to move beyond fragmented efforts and toward a unified, accountable, and data-driven approach to addressing homelessness. Despite meaningful progress in recent years, elected officials, staff, service partners, and community members all emphasized that the current system lacks the cohesion, transparency, and leadership necessary to sustain and accelerate this momentum.

The recommendations in this report are designed to build on existing strengths while addressing long-standing structural challenges. By reconstituting the CoC to focus leadership with local elected officials, establishing clear lines of authority and communication, formalizing intergovernmental partnerships, and aligning City and County responsibilities, we will create a governance model capable of navigating shrinking budgets, shifting state and federal priorities, and increasing community expectations. These reforms can be implemented rapidly, without creating unnecessary bureaucracy, and they position the region to compete more effectively for future funding.

Sacramento has what is needed to transform its response to homelessness proactively before significant changes begin impacting the fiscal situation in California. But success will depend on decisive action, unified leadership, and a sustained commitment to collaboration at every level of government. By adopting these recommendations and working collectively across jurisdictions, Sacramento County and its cities can build a more efficient, responsive, and equitable system.

Appendix

Sacramento Countywide Homelessness Summit October 28, 2025
Elected Official Participants

Sacramento County Board of Supervisors

Supervisor Phil Serna (Chair)
Supervisor Rich Desmond
Supervisor Rosario Rodriguez
Supervisor Pat Hume
Supervisor Patrick Kennedy

Sacramento City Council

Councilmember Kevin McCarty (Mayor)
Councilmember Phil Pluckebaum
Councilmember Eric Guerra
Councilmember Rick Jennings
Councilmember Roger Dickinson
Councilmember Karina Talamantes
Councilmember Lisa Kaplan
Councilmember Caity Maple
Councilmember Mai Vang

Citrus Heights
Mayor Jayna Karpinski-Costa

Elk Grove
Mayor Bobbie Singh-Allen

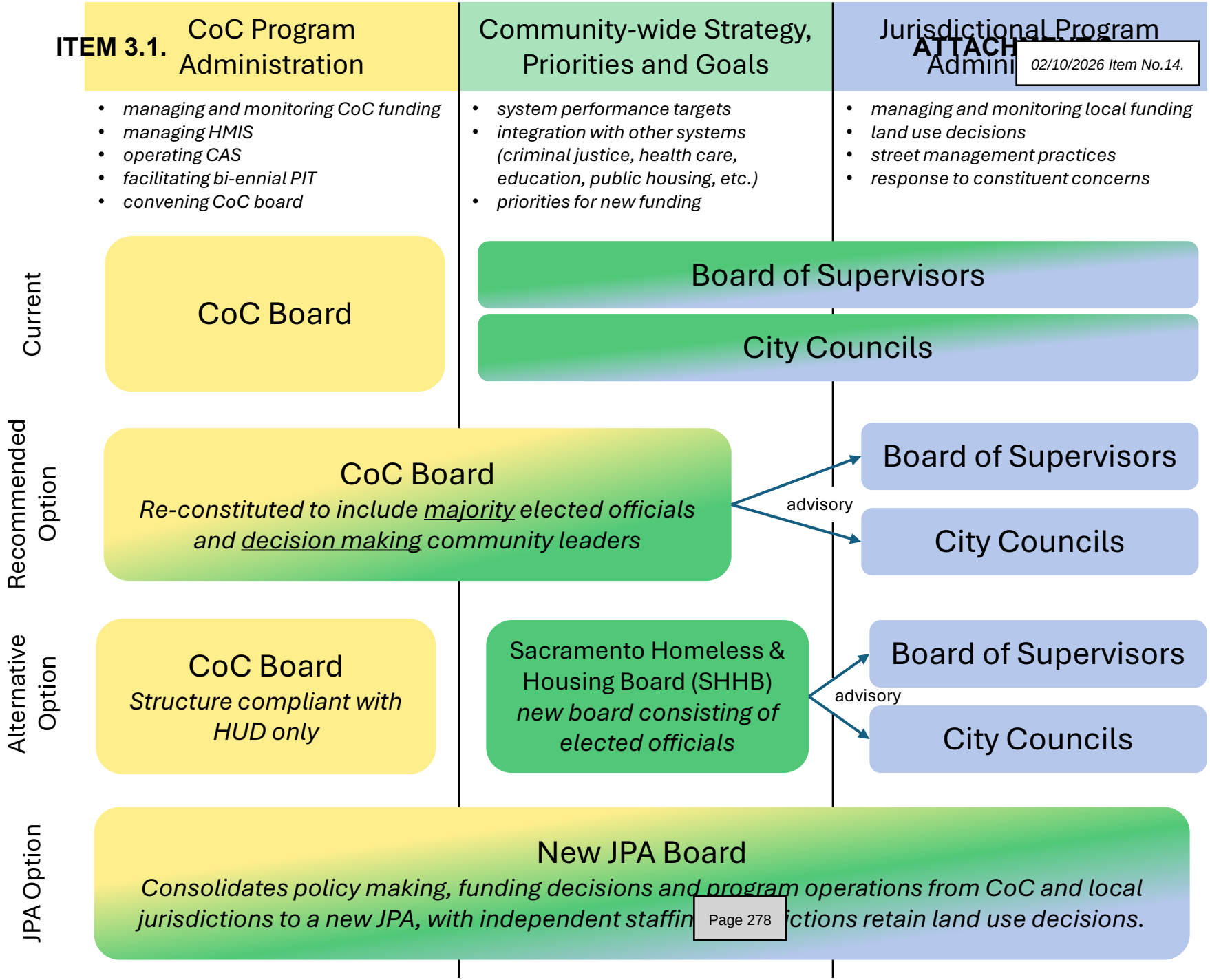
Folsom
Mayor Sarah Aquino

Galt
Mayor Shawn Farmer

Rancho Cordova
Councilmember Linda Budge

ATTACHMENT 2

Options for Partnership Approach


CoC Program Administration
Community-wide Strategy, Priorities and Goals
Jurisdictional Program Admini...
managing and monitoring CoC funding
managing HMIS
operating CAS
facilitating bi-ennial PIT
convening CoC board
system performance targets
integration with other systems (criminal justice, health care, education, public housing, etc.)
priorities for new funding
managing and monitoring local funding
land use decisions
street management practices
response to constituent concerns
Current
CoC Board
Board of Supervisors
City Councils
Recommended Option
CoC Board
Re-constituted to include majority elected officials and decision making community leaders
advisory
Board of Supervisors
City Councils
Alternative Option
CoC Board
Structure compliant with HUD only
Sacramento Homeless & Housing Board (SHHB)
new board consisting of elected officials
advisory
Board of Supervisors
City Councils
JPA Option
New JPA Board
Consolidates policy making, funding decisions and program operations from CoC and local jurisdictions to a new JPA, with independent staffin... ...ictions retain land use decisions.

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	2/10/2026
AGENDA SECTION:	New Business
SUBJECT:	Update and Direction on Senate Bill (SB) 802 Ashby
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council withdraw its opposition and adopt a neutral position on Senator Ashby's Senate Bill (SB) 802, contingent on amendments that adequately protect the City's current and future housing and homelessness funding sources and adequately address the key issues outlined in this staff report.

BACKGROUND / ISSUE

On June 24, 2025, Senator Ashby introduced SB 802, a proposal that—if enacted—would significantly reshape the governance of housing and homelessness efforts in Sacramento County. Updated bill language released on January 26, 2026 incorporated several revisions developed in response to concerns raised by local jurisdictions. The bill establishes a new regional housing and homelessness authority, the Sacramento Area Housing and Homelessness Agency (SAHHA), structured as a Joint Powers Authority (JPA). SAHHA would reorganize and assume the responsibilities of the Sacramento Housing and Redevelopment Agency (SHRA), which currently operates under a JPA between Sacramento County, the City of Sacramento, and their respective housing authorities.

Membership in the new regional JPA would include Sacramento County and all cities in the region with populations exceeding 50,000—including Folsom—with a unified focus on housing and homelessness. Governance would be vested in an eleven-member board composed of three representatives each from Sacramento County and the City of Sacramento, two from Elk Grove, and one representative each from Citrus Heights, Folsom, and Rancho Cordova. The central aim of the legislation is to consolidate housing and homelessness programs and funding streams across Sacramento County and participating cities to improve coordination of affordable housing development and homelessness services. As originally introduced, SB 802 would have:

- Transferred the Sacramento Continuum of Care (CoC) to the new SAHHA
- Redirected all federal and state homelessness funding from the cities and the County to SAHHA
- Shifted federal Community Development Block Grant (CDBG) and HOME funds from local jurisdictions to SAHHA
- Transferred affordable housing impact fees collected by the County and specified cities to SAHHA
- Revised the process for distributing the Regional Housing Needs Allocation (RHNA) within the County

The City of Folsom—along with several other cities and Sacramento County—initially opposed the bill, arguing that it lacked input from local governments and raised concerns about diminishing local control over how funds were allocated to each jurisdiction. In response, Senator Ashby's office convened discussions with city mayors and city managers across Sacramento County in July 2025 to address these concerns. The feedback from these discussions informed a number of amendments that were incorporated into the January 26, 2026 update of the bill, including:

- **CDBG and HOME funds administration:** The updated language clarifies that these funds will continue to be administered in the same manner as they were by SHRA as of July 1, 2025. *For the City of Folsom which is currently not an entitlement jurisdiction and participates in a SHRA-administered consortium, allocations of CDBG and HOME funds would continue to be administered by the new agency.* Entitlement jurisdictions that collected and administered their own CDBG and HOME funds as of that date—such as Elk Grove—would retain full authority and responsibility for managing those funds and the programs they support.
- **Local housing funds and fees:** The bill now includes language stating that existing affordable housing fees collected in a jurisdiction as of July 1, 2025 will be administered by that jurisdiction.
- **RHNA provisions removed:** All RHNA-related language, including the proposed 20% reduction, has been eliminated from the bill.
- **Homelessness Division:** The updated language creates a Homeless Division comprised of Sacramento Steps Forward and participating members and experts from the Sacramento COC.

In January 2026, Senator Ashby contacted the cities of Citrus Heights, Elk Grove, and Rancho Cordova requesting that each jurisdiction submit a formal position on SB 802 to her office by January 31, 2026. The Senator's office advised that maintaining either a neutral or supportive position was necessary for the proposed amendments related to local funding control to remain in the reintroduced bill.

Although each jurisdiction expressed varying levels of concern, all three cities placed the item on their respective January City Council agendas. Each City Council ultimately elected to maintain a neutral position, contingent upon the inclusion of amendments that preserve local control and provide additional clarifying language.

ANALYSIS

City staff has reviewed the updated January 26, 2026 bill language included in Attachemnt 1 and identified several remaining issues, along with recommended actions as outlined below:

1. This bill establishes a troubling precedent of having the State mandate the creation of Joint Powers Authorities instead of the existing practice of having parties voluntarily establish JPAs.
    a. Remove text mandating the creation of a JPA and replace it with language encouraging the formation of the JPA and voluntary participation by all jurisdictions in Sacramento County.

2. The Sacramento Area Housing and Homelessness Agency (SAHHA) would control all local housing trust fund fees and all local housing ordinance fees (e.g., fees collected under inclusionary housing ordinances).
    a. Recommend including language that clarifies that SAHHA would only control the housing trust fund fees and local housing ordinance fees from the City of Sacramento and the County of Sacramento.

3. Since Folsom is not an entitlement jurisdiction that receives its federal funding directly from the federal government (i.e., HUD), the bill does not provide sufficient protections to ensure that the City will continue to receive its allocation of Community Development Block Grant (CDBG) funds and Home Investment Partnership (HOME) funds.
    a. Recommend including language that specifies that non-entitlement jurisdictions such as Folsom continue to receive its proportionate share of the County's CDBG and HOME funds so long as SAHHA receives and administers those funds.

4. Folsom may at some point in the future decide to become an entitlement jurisdiction and receive its CDBG and HOME funds directly from the federal Department of Housing and Urban Development (HUD), language is needed in the bill to protect that right.
    a. Recommend including language that states that SAHHA shall not interfere with the City's ability to receive its federal funding directly from HUD if it wishes to become an entitlement jurisdiction.

5. Folsom currently receives its share of funds for the Permanent Local Housing Allocation (PLHA) program from the County, but the bill is silent on the remaining allocations.

   a. Recommend including language in the bill that states that SAHHA shall continue to appropriate PLHA funds to all jurisdictions similar to the manner in which the County allocated those funds so long as SAHHA administers PLHA funds.

6. The bill states that SAHHA will develop and preserve affordable housing, but there is no language allowing local jurisdictions that are part of SAHHA to retain the ability to develop affordable housing.
   a. Recommend including language to ensure that SAHHA's right to develop and preserve affordable housing is not an exclusive one and that the City Council would retain the right to use city housing funds to support the development and/or preservation of affordable housing in Folsom.

7. The Sacramento Local Agency Formation Commission is responsible for forming and appointing members to an independent task force for purposes of consolidating all entities for the purpose of establishing the agency. However, it is not clear who those members will be for the task force.
   a. Recommend adding language that states that LAFCO shall appoint at least one representative from each participating jurisdiction based on a recommendation from that jurisdiction's city manager or City Council.

8. In the bill SAHHA is considered a regional entity and given priority for state housing and homeless funding. Given that these funds may be primarily used for projects in the City of Sacramento and the County, staff recommends the following:
   a. Add language stating that SAHHA coordinate all state housing and homelessness funding applications and that SAHHA shall not preclude participating jurisdictions from applying for local, state, or federal funding.

NEXT STEPS

City staff will continue coordinating with partner jurisdictions to refine the bill's provisions as updated language becomes available. This effort includes working directly with Senator Ashby's office to request additional amendments that address the concerns outlined above and ensure that local control and clarity are maintained in any future revisions.

FINANCIAL IMPACT

SB 802 does not create any direct financial impact on the City's General Fund. Although the most recent draft of SB 802 appears to preserve local control over existing affordable-housing revenue sources (Housing Trust Fund and Inclusionary In-Lieu Fees), the potential effects on future homelessness or affordable-housing funding are still unknown. As currently written, it remains unclear whether any future resources could be redirected to the proposed SAHHA under the bill.

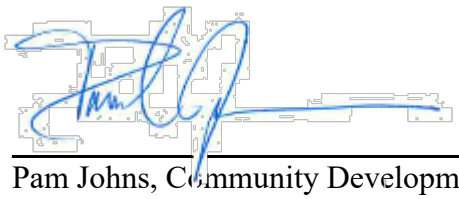
ENVIRONMENTAL REVIEW

The recommended action—modifying the City's legislative position on SB 802—is not a "project" under California Environmental Quality Act (CEQA), as defined in State CEQA Guidelines15378(b)(5). The action constitutes organizational or administrative activities of government that will not result in a direct or reasonably foreseeable indirect physical change in the environment.

ATTACHMENTS

1. SB 802, as Amended January 26, 2026
2. 2024-2026 Cooperation Agreement for CDBG Activities

Submitted,



Pam Johns, Community Development Director

ATTACHMENT 1

SB 802, as Amended for CDBG Activities

Bill Text: CA SB802 | 2025-2026 | Regular Session | Amended California Senate Bill 802

Bill Title: Housing finance and development: Sacramento Area Housing and Homelessness Agency: Multifamily Housing Program: Homekey: Homeless Housing, Assistance, and Prevention program.

Spectrum: Partisan Bill (Democrat 1)

Status: *(Engrossed)* 2026-01-26 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D. [SB802 Detail]

Download: California-2025-SB802-Amended.html

AMENDED IN ASSEMBLY JANUARY 26, 2026

AMENDED IN ASSEMBLY JUNE 23, 2025

AMENDED IN SENATE MAY 01, 2025

AMENDED IN SENATE MARCH 26, 2025

CALIFORNIA LEGISLATURE— 2025–2026 REGULAR SESSION

SENATE BILL **NO. 802**

Introduced by Senator Ashby

February 21, 2025

An act to add Article 1.5 (commencing with Section 6539.9.5) to Chapter 5 of Division 7 of Title 1 of the Government Code, and to amend Section 50675.1.3 of, to add Section 50675.17 to, and to add Article ~~3~~ *4* (commencing with Section ~~50245)~~ *50246)* to Chapter 6.5 of Part 1 of Division 31 of, the Health and Safety Code, relating to housing.

LEGISLATIVE COUNSEL'S DIGEST

SB 802, as amended, Ashby. Housing finance and development: Sacramento Area Housing and Homelessness Agency: Multifamily Housing Program: Homekey: Homeless Housing, Assistance, and Prevention program.

(1) Existing law, the Joint Exercise of Powers Act, authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Existing law authorizes the agreement to set forth the manner by which the joint powers authority will be exercised.

This bill would require that the joint powers authority currently operating as the Sacramento Housing and Redevelopment Agency be restructured, expanded, amended, and renamed as the Sacramento Area Housing and Homelessness Agency, as provided. The bill would require the agency to include the County of Sacramento and qualified local agencies, as specified and defined, and would make the agency the regional authority for prescribed activities, including developing and preserving affordable housing and coordinating and administering homelessness prevention and response services. The bill would require the updated joint powers agreement to provide for a governing board and an ~~executuve~~ *executive* director, as specified, and require the Sacramento Local Agency Formation Commission to form and appoint an independent task force to consolidate all entities for purposes of establishing the agency, as provided. The bill would require the agency to adopt a comprehensive strategic plan to address housing and homelessness no later than 3 years from the date the restructured joint powers agreement takes effect. The bill would also require the agency to establish and maintain a standing advisory board, as provided.

Under the bill, the Sacramento Area Housing and Homelessness Agency would retain its legal identity as the p and redevelopment successor entity and continue to administer all existing housing, homelessness, and rede compliance with specified law. The bill would require the agency to be the designated recipient of all local housing trust funds and local housing ordinance fees collected by each participating entity within the joint powers agreement, *as specified,* and require that the agency be deemed a regional entity for the purposes of statewide housing and homelessness funding programs. *The bill would require the agency to be the successor employer to the Sacramento Housing and Redevelopment Agency for all labor relations purposes, as provided.* The bill would *establish within the Sacramento Area Housing and Homelessness Agency the Homelessness Division and* require the agency to coordinate its operations with the housing and homelessness departments of each participating jurisdiction, as specified, to ensure alignment of local priorities and effective delivery of services.

~~Existing law, the Planning and Zoning Law, requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law requires that a county's or city's housing element include an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels that includes the locality's share of the regional housing need.~~

~~This bill would require that the regional housing needs allocations for all participating entities within the Sacramento Area Housing and Homelessness Agency be consolidated into a single regional goal to be administered by the agency. The bill would also require that the total regional housing needs assessment allocation for the joint powers agreement be reduced by 20% from the aggregate of the allocations that would otherwise apply to the participating entities individually.~~

~~The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided. Existing law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. Existing law also provides for the designation of a housing successor to assume the housing assets, as defined, and functions of a former redevelopment agency and requires that any funds transferred to the housing successor, together with any funds generated from housing assets, be maintained in a separate Low and Moderate Income Housing Asset Fund of the housing successor, to be used as specified, including to meet the enforceable obligations of the housing successor.~~

~~This bill would require that housing tax increment revenues derived from former redevelopment areas and allocated to participating cities or to the County of Sacramento be transferred to the Sacramento Area Housing and Homelessness Agency. The bill would require that these revenues be used exclusively for the development, preservation, and administration of affordable housing projects. The bill would authorize the agency to issue bonds secured by these revenues to finance current and future housing initiatives.~~

This bill would define terms for its purposes and declare its provisions are severable.

By adding to the duties of local officials with respect to the activities of the Sacramento Housing and Homelessness Agency, this bill would impose a state-mandated local program.

This bill would make legislative findings and declarations as to the necessity of a special statute for County of Sacramento. The bill would make additional related findings and declarations.

(2) Existing law establishes various housing programs administered by the Department of Housing and Community Development, including the Homeless Housing, Assistance, and Prevention program (HHAP) and the Multifamily Housing Program. Existing law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Existing law establishes the Multifamily Housing Program to provide financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Existing law requires that specified funds appropriated to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are inherently impacted by or at increased risk for medical diseases or conditions due to the COVID-19 pandemic or other communicable diseases be disbursed in accordance with the Multifamily Housing Program for specified uses. This disbursement program is referred to as Homekey.

This bill would require the department, upon appropriation for the above-specified programs, to ensure that former foster youth and extremely low income, very low income, and lower income households, as specified, are given consideration.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Digest Key

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) Nearly all homeless shelters are developed as co-ed.

(b) Co-ed homeless shelters are over 90 percent male, which can result in an environment that feels unsafe for women, especially those who have been victims of trafficking, violence, abuse, or trauma.

(c) There is a need for safe, stable, affordable housing for individuals experiencing trauma, street violence, domestic violence and abuse, sexual abuse and assault, or human trafficking, a population of which is overwhelmingly women.

SEC. 2. Article 1.5 (commencing with Section 6539.9.5) is added to Chapter 5 of Division 7 of Title 1 of the Government Code, to read:

Article 1.5. Sacramento Area Housing and Homelessness Agency

6539.9.5. For purposes of this article:

(a) "Agency" means the Sacramento Area Housing and Homelessness Agency.

(b) "Governing board" means the governing board of the agency.

(c) (1) "Qualified local agency" means any city within the County of Sacramento that has a population of at least 50,000, based on the most recent federal decennial census or a subsequent estimate prepared by the Demographic Research Unit of the Department of Finance.

(2) "Qualified local agency" includes, but is not limited to, the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento.

~~**6539.9.6.**~~ ***6539.9.7.*** (a) (1) Notwithstanding any other law, the joint powers authority currently operating as the Sacramento Housing and Redevelopment Agency, created pursuant to a 1973 agreement between the City of Sacramento and the County of Sacramento, shall be restructured, expanded, amended, and renamed as the Sacramento Area Housing and Homelessness Agency as provided in this article.

(2) The Legislature finds and declares that the purpose of the restructuring of the agency described in paragraph (1) is to modernize and expand the agency's scope and governance to address regional housing and homelessness needs, while preserving the agency's legal status, contracts, funding eligibility, and programmatic history.

(b) The agency shall include as ~~members~~ *participating jurisdictions* the County of Sacramento and each qualified local agency, and shall operate under a new joint powers agreement entered into pursuant to this chapter.

(c) The agency shall serve as the regional authority to do all of the following:

(1) Develop and preserve affordable housing.

(2) Coordinate and administer homelessness prevention and response services, including the Coordinated Entry System, as defined in subdivision (f) of Section 50490 of the Health and Safety Code.

(3) Serve as the United States Department of Housing and Urban Development designated Continuum of Care pursuant to Section 578 of Title 24 of the Code of Federal Regulations.

(4) Apply for, receive, and administer federal, state, and local funding for housing and homelessness.

(5) Manage and implement a comprehensive strategic plan to address and reduce homelessness in the County of Sacramento.

(d) The updated joint powers agreement pursuant to subdivision (a) shall provide for all of the following:

(1) (A) A governing board composed of ~~at least one elected official~~ *elected officials* from each qualified local agency that is party to the agreement, with full delegated powers and duties transferred from the cities and county. The initial board under the amended joint powers agreement shall consist of 11 members appointed by the legislative bodies of the County of Sacramento and each qualified local agency, in accordance with the following:

(i) Three members shall be selected from, and appointed by, the City Council of the City of Sacramento.

(ii) Three members shall be selected from, and appointed by, the Board of Supervisors of the County of Sacramento.

(iii) Two members shall be selected from, and appointed by, the City Council of the City of Elk Grove.

(iv) One member each shall be selected from, and appointed by, the city councils of the Cities of Citrus Heights, Folsom, and Rancho Cordova.

(B) The board may increase the number of members if a qualified local agency enters into an agreement agreement. That qualified local agency shall be entitled to make one appointment to the board.

(C) Each member on the governing board may select an alternate ~~from the County of Sacramento, in the case of a member appointed pursuant to clause (ii) of subparagraph (A), or from that member's same qualified local agency, in the case of any other member,~~ to serve on the board when the primary member or members are not available. Each alternate shall be appointed to serve for a specific ~~member.~~ *member and shall be an official elected from the same body as the primary member.* The alternate shall be subject to the same restrictions and shall have the same powers, when serving on the board, as the primary member. The legislative body of any voting entity appointing an alternate shall provide written notification to the secretary of the governing board of each appointment of an alternate in order for the appointment to be effective.

(D) A member of the governing board shall serve without compensation but may be reimbursed for actual expenses approved by the board.

(E) Each governing board member is entitled to one vote on each matter submitted for a vote.

(F) If a vacancy occurs on the governing board because of death, resignation, illness, or for other reason, the secretary of the governing board shall immediately provide written notice to ~~the County of Sacramento, in the case of a member appointed pursuant to clause (ii) of subparagraph (A), or~~ the qualified local agency appointing the board ~~member, in the case of any other member,~~ *member* of the need to appoint a replacement, and the replacement shall be appointed within 60 days of the transmittal of the notice. *The replacement shall be an official elected from the same body as the primary member.*

(G) The governing board shall be established no later than January 1, 2028.

(2) (A) An executive director of the agency. The initial executive director of the agency under the amended joint powers agreement shall be the current executive director of the Sacramento Housing and Redevelopment Agency.

(B) The governing board shall establish a removal and replacement process for the executive director.

(3) Bylaws, to be established by the governing board, which shall include, at a minimum, all of the following:

(A) A regular meeting schedule for the governing board, in accordance with the following:

(i) The schedule, location, time, and agenda of all regular and special governing board meetings shall be publicly noticed.

(ii) All meetings shall be open to the public, unless the matter is a proper one for closed session. All meetings shall comply with the provisions of the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5).

(iii) The governing board shall meet no fewer than 10 times per year.

(B) (i) A code of ethics, the key expectations of which shall include all of the following:

(I) Act in the best interest of the agency.

(II) Do not use official positions for private gain.

(III) Abstain from decisions where personal or financial interests conflict with Agency interests.

(ii) Each member of the governing board and each employee shall uphold high standards of integrity, fairness, and transparency.

(iii) Each member of the governing board shall comply with the requirements of the Political Reform Act of 1974 (Title 9 (commencing with Section 81000)), and shall file statements of economic interests, as required by law.

(iv) The governing board shall establish process to address any ethics violations.

(C) A reimbursement process, including designating what qualifies as a reimbursable expense and establishing procedure for making payments.

(e) (1) The Sacramento Local Agency Formation Commission shall form and appoint members to an independent task force. Staff of existing entities shall not be appointed to the task force. Staff of the Sacramento Housing and Redevelopment Agency shall provide administrative support to the task force.

(2) The duties of the independent task force shall be to consolidate all entities for purposes of establishing the agency.

(3) The task force shall dissolve 60 days after the establishment of the governing board of the agency.

(f) The agency shall adopt a comprehensive strategic plan to address housing and homelessness no later than three years from the date the restructured agreement takes effect. The plan shall align with all relevant state and federal requirements. The agency shall submit the plan to the Legislature in compliance with Section 9795.

~~6539.9.7.~~6539.9.9. (a) The agency shall retain its legal identity as the public housing authority and redevelopment successor entity formerly known as the Sacramento Housing and Redevelopment Agency and shall continue to administer all existing housing, homelessness, and redevelopment programs in compliance with applicable law. An entity shall not be created that negates the duties of the agency.

(b) The agency shall assume or continue responsibility for the administration and oversight of programs for all the joint powers agreement pursuant to this article, including, but not limited to, all of the following:

(1) The Section 8 Housing Choice Voucher Program (42 U.S.C. Sec. 1437f; 24 C.F.R. 982).

(2) The United States Department of Housing and Urban Development Veterans Affairs Supportive Housing (42 U.S.C. Sec. 1437f(o)(19)).

(3) Public housing under Sections 1436d and 1437f of Title 42 of the United States Code.

(4) *(A)* The Community Development Block Grant Program (42 U.S.C. Sec. 5301 et seq.).

(B) The agency shall continue to administer Community Development Block Grant funds, as those funds were administered by the Sacramento Housing and Redevelopment Agency as of July 1, 2025.

(5) *(A)* The HOME Investment Partnerships Program (42 U.S.C. Sec. 12721 et seq.).

(B) The agency shall continue to administer the City of Sacramento and County of Sacramento HOME Investment Partnership Program, as it was administered by the Sacramento Housing and Redevelopment Agency as of July 1, 2025.

(6) The Emergency Solutions Grants (42 U.S.C. Sec. 11371 et seq.).

(7) The Continuum of Care Program (42 U.S.C. Sec. 11381 et seq. and 24 C.F.R. 578).

(8) The Housing Opportunities for Persons With AIDS Program (42 U.S.C. Sec. 12901 et seq.).

(9) State homelessness programs, including the Homeless Housing, Assistance, and Prevention program (Chapter 6 (commencing with Section 50216) of Part 1 of Division 31 of the Health and Safety Code) and the Homekey program (Section 50675.1.1 of the Health and Safety Code).

(10) Coordinated Entry System, a HUD-mandated Continuum of Care, as defined in subdivision (f) of Section 50490 of the Health and Safety Code.

(c) The agency shall comply with all applicable regulations and requirements, including, but not limited to, all of the following:

(1) Sections 574, 576, 578, 960, 965, 982, and 990 of Title 24 of the Code of Federal Regulations.

(2) With respect to public housing agency planning, Section 903 of Title 24 of the Code of Federal Regulations.

(3) Continuum of Care governance, data, and performance standards mandated by the United States Department of Housing and Urban Development.

(4) The Housing Authorities Law (Article 1 (commencing with Section 34200) of Chapter 1 of Part 2 of Division 24 of the Health and Safety Code).

(5) Requirements under applicable state programs, including, but not limited to, the Homeless Housing, Assistance, and Prevention program (Chapter 6 (commencing with Section 50216) of Part 1 of Division 31 of the Health and Safety Code) and the Homekey program (Section 50675.1.1 of the Health and Safety Code).

(6) All applicable civil rights laws, including the federal Fair Housing Act (42 U.S.C. Sec. 3601 et seq.), including the mandate to affirmatively further fair housing; the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.); and Title VI of the federal Civil Rights Act of 1964 (42 U.S.C. Sec. 2000d et seq.).

(d) The agency shall maintain eligibility for all funding programs for which the Sacramento Housing and Redevelopment Agency or Sacramento Steps Forward previously qualified.

(e) ~~The~~ *(1) Pursuant to agreements with the Sacramento Housing and Redevelopment Agency as of July 1, 2025, the* agency shall be the designated recipient of all local housing trust funds and local housing ordinance fees collected by each participating entity within the joint powers agreement pursuant to Section ~~6539.9.6.~~ *6539.9.7.* These funds shall include, but are not limited to, the affordable housing ordinance fee collected by the County of Sacramento (Section 22.35.010 et seq. of the Sacramento County Code) and the mixed income housing ordinance fee collected by the City of Sacramento (Section 17.712.010 et seq. of the Sacramento City Code).

(2) The funds and fees described in paragraph (1) shall only be spent within the jurisdiction from which they were originally collected and for the purposes for which they were originally collected.

~~(f)Notwithstanding any other law, the regional housing needs allocations pursuant to Section 65584 for all participating entities within the joint powers agreement pursuant to Section 6539.9.6 shall be consolidated into a single regional goal to be administered by the agency. The total regional housing needs assessment allocation for the joint powers agreement shall be reduced by 20 percent from the aggregate of the allocations that would otherwise apply to the participating entities individually.~~

~~(g)~~

(f) The agency shall be deemed a regional entity for the purposes of statewide housing and homelessness funding programs and shall be granted priority consideration for all applicable state housing and homelessness funding sources.

~~(h)All housing tax increment revenues derived from former redevelopment areas and allocated to participating of Sacramento shall be transferred to the agency. These revenues shall be used exclusively for the developm administration of affordable housing projects. The agency may issue bonds secured by these revenues to finance current and future housing initiatives.~~

6539.9.11. *(a) The agency shall be the successor employer to the Sacramento Housing and Redevelopment Agency for all labor relations purposes, including, but not limited to:*

(1) Recognition of all employee organizations recognized as of the effective date of this act as the exclusive representative of the employees in an appropriate unit.

(2) Enforcement of existing collective bargaining agreements.

(3) Processing of pending grievances, arbitration proceedings, and unfair practice charges.

(4) Compliance with all labor relations obligations and commitments.

(b) The restructuring and renaming of the agency pursuant to this act shall not interrupt, impair, or diminish the representation rights of any employee organization or the collective bargaining rights of represented employees.

(c) All collective bargaining agreements in effect between employee organizations and the Sacramento Housing and Redevelopment Agency as of the effective date of this act shall remain in full force and effect until their scheduled expiration dates.

(d) The agency shall assume responsibility for and be bound by all pending grievances, arbitration proceedings, and other labor relations matters from the predecessor agencies.

(e) Nothing in the establishment of the agency is intended to circumvent existing jurisdictional labor agreements, including project labor agreements or community workforce training agreements.

6539.9.13. *(a) There shall exist within the agency the Homelessness Division.*

(b) The Homelessness Division shall be comprised of both of the following:

(1) Sacramento Steps Forward.

(2) Participating members and experts from the Sacramento Continuum of Care, including those with lived experience of homelessness.

~~**6539.9.8.**~~***6539.9.15.*** (a) The agency shall coordinate its operations with the housing and homelessness departments of each participating jurisdiction to ensure alignment of local priorities and effective delivery of services.

(b) The departments described in subdivision (a) include, but are not limited to, all of the following:

(1) The Department of Homeless Services and Housing of the County of Sacramento.

(2) The Department of Community Response of the City of Sacramento.

(3) The Housing Division of the City of Elk Grove.

(4) The Housing Division of the City of Rancho Cordova.

(5) The Housing and Grants Division of the City of Citrus Heights.

(6) The City of Folsom.

(c) The agency may also consult with additional local departments, advisory bodies, or nonprofit partners as needed to fulfill its mission.

~~**6539.9.9.**~~***6539.9.17.*** (a) The agency shall establish and maintain a standing advisory board to ensure compliance with federal and state requirements for public participation in housing authority and Continuum of Care governance.

(b) The advisory board shall be appointed by a majority vote of the governing board. The advisory board shall adopt bylaws for appointments, terms, and procedures.

(c) The advisory board shall include, but is not limited to, all of the following:

(1) At least one individual currently or formerly experiencing homelessness, pursuant to Section 578.3 of Title 24 of the Code of Federal Regulations, and at least one individual who is a current resident of public housing or low-income housing.

(2) Representatives from community-based organizations, service providers, and housing developers.

(3) Experts in behavioral health, public housing, and program implementation.

(d) The advisory board shall do all of the following:

(1) Meet at least quarterly in publicly noticed meetings.

(2) Provide recommendations on funding, programs, planning, and performance.

(3) Fulfill United States Department of Housing and Urban Development and state consultation requirements for funding and compliance.

(4) Assist in development of the agency's strategic plan and annual updates.

(5) Ensure all state and federal requirements of board participation are met.

(e) The advisory board shall not have voting authority over governing board decisions.

(f) The advisory board shall consist of seven members, appointed as provided in subdivisions (b) and (c).

6539.9.19. *The provisions of this article are severable. If any provision of this article or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.*

~~SEC. 3.Article 3 (commencing with Section 50245) is added to Chapter 6.5 of Part 1 of Division 31 of the Health and Safety Code, to read:~~

~~3.Additional Rounds of the Homeless Housing, Assistance, and Prevention Program~~

~~50245.~~

SEC. 3. *Article 4 (commencing with Section 50246) is added to Chapter 6.5 of Part 1 of Division 31 of the Health and Safety Code, to read:*

Article 4. ***Additional Rounds of the Homeless Housing, Assistance, and Prevention Program***

50246. Upon appropriation by the Legislature, for rounds of the Homeless Housing, Assistance, and Prevention program adopted after the effective date of the act that added this article, the department shall ensure that both of the following populations who need safe and stable housing and are experiencing traumatic homelessness, street violence, domestic violence and abuse, sexual abuse and assault, or human trafficking are given consideration:

(a) Former foster youth.

(b) Extremely low income households, very low income households, and lower income households.

SEC. 4. Section 50675.1.3 of the Health and Safety Code is amended to read:

50675.1.3. (a) Notwithstanding any other law, including subdivision (b) of Section 50675.1, funds appropriated to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness, as defined by this section, and who are inherently impacted by or at increased risk for medical diseases or conditions due to the COVID-19 pandemic or other communicable diseases, shall be disbursed in accordance with the Multifamily Housing Program, including as grants to cities, counties, cities and counties, and all other state, regional, and local public entities, including councils of government, metropolitan planning organizations, and regional transportation planning agencies designated in Section 29532.1 of the Government Code, as necessary, for the following uses:

(1) Acquisition or rehabilitation, or acquisition and rehabilitation, of motels, hotels, hostels, or other sites and assets, including apartments or homes, adult residential facilities, residential care facilities for the elderly, manufactured housing, commercial properties, and other buildings with existing uses that could be converted to permanent or interim housing.

(2) Master leasing of properties for noncongregant housing.

(3) Conversion of units from nonresidential to residential.

(4) New construction of dwelling units.

(5) The purchase of affordability covenants and restrictions for units.

(6) Relocation costs for individuals who are being displaced as a result of rehabilitation of existing units.

(7) Capitalized operating subsidies for units purchased, converted, or altered with funds provided by this section.

(b) Where possible, the funds described in subdivision (a) shall be allocated by the department in a manner that takes into consideration all of the following:

(1) Need geographically across the state.

(2) The demonstrated ability of the applicant to fund ongoing operating reserves.

(3) The creation of new permanent housing options.

(4) The potential for state, federal, or local funding for capitalized operating reserves to make additional housing units financially viable through this program.

(c) Not less than 8 percent of the funds described in subdivision (a) shall be available for projects serving homeless youth, or youth at risk of homelessness, as defined in Part 578.3 of Title 24 of the Code of Federal Regulations.

(d) Any conflict between the other requirements of the Multifamily Housing Program created by this chapter a resolved in favor of this section, as may be set forth in the guidelines authorized by this section.

(e) The Department of Housing and Community Development may adopt guidelines for the expenditure of the funds appropriated to the department, and for the administration of this program. The guidelines shall not be subject to the requirements of Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code.

(f) Up to 5 percent of the funds received from the Coronavirus State Fiscal Recovery Fund established by the federal American Rescue Plan Act of 2021 (ARPA) (Public Law 117-2) and appropriated for purposes of this section may be expended for the costs to administer the program, to the extent authorized by federal law.

(g) Up to 5 percent of any General Fund moneys appropriated for purposes of this section may be expended for the costs to administer this program.

(h) The department's annual report to the Legislature submitted under Section 50408 shall include, but not be limited to, all of the following:

(1) The amount of funds expended for the uses described in this section.

(2) The location of any properties for which the funds are used.

(3) The number of usable housing units produced, or planned to be produced, using the funds.

(4) The number of individuals housed, or likely to be housed, using the funds.

(5) The number of units, and the location of those units, for which operating subsidies have been, or are planned to be, capitalized using the funds.

(6) An explanation of how funding decisions were made for acquisition, conversion, or rehabilitation projects, or for capitalized operating subsidies, including what metrics were considered in making those decisions.

(7) Any lessons learned from the use of the funds.

(8) Proposed changes to the program to address lessons learned.

(i) Any project that uses funds received for any of the purposes specified in subdivision (a) shall be deemed consistent and in conformity with any applicable local plan, standard, or requirement, and any applicable coastal plan, local or otherwise, and allowed as a permitted use, within the zone in which the structure is located, and shall not be subject to a conditional use permit, discretionary permit, or any other discretionary reviews or approvals.

(j) A report to be submitted pursuant to subdivision (h) shall be submitted in compliance with Section 9795 of the Government Code.

(k) Upon an appropriation by the Legislature for the purposes described in this section, the department shall administer funding according to the timeline set forth below, subject to any modifications set forth by the guidelines:

(1) The department may accept funding applications and issue awards on a continuous, over-the-counter basis until the funding has been exhausted or as otherwise required by law.

(2) Each award shall be expended on the uses authorized at subdivision (a), and in accordance with all relevant representations and descriptions in the application, within eight months of the date of the award. Applicants may ask the department for an extension of this timeframe on the grounds and according to the procedures set forth in the guidelines. The director shall have reasonable discretion to approve or deny such an extension upon conducting a full and good faith review of the applicant's extension request.

(l) For purposes of this section, "individuals and families who are homeless or who are at risk of homelessness" means persons and families that meet the qualifying definitions under Part 578.3 of Title 24 of the Code of Federal Regulations.

(m) To advance the objectives specified in Section 50675.1.1 or this section, the department may expand the population served beyond the population specified in subdivision (l) as specified by the guidelines authorized by this section.

(n) Upon appropriation by the Legislature for the purposes of this section after the effective date of the act that added this subdivision, the department shall ensure that both of the following populations who need safe and stable housing and are experiencing traumatic homelessness, street violence, domestic violence and abuse, sexual abuse and assault, or human trafficking are given consideration:

(1) Former foster youth.

(2) Extremely low income households, very low income households, and lower income households.

SEC. 5. Section 50675.17 is added to the Health and Safety Code, to read:

50675.17. Upon appropriation by the Legislature for the purposes of this chapter after the effective date of the act that added this section, the department shall ensure that both of the following populations who need safe and stable housing and are experiencing traumatic homelessness, street violence, domestic violence and abuse, sexual abuse and assault, or human trafficking are given consideration:

(a) Former foster youth.

(b) Extremely low income households, very low income households, and lower income households.

SEC. 6. The Legislature finds and declares, with respect to Section 2 of this act, that a special statute is necessary and a general statute cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique and urgent housing and homelessness conditions in the County of Sacramento and its major cities.

SEC. 7. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

ATTACHMENT 2

2024-2026 Cooperation Agreement for CDBG Activities

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COOPERATION AGREEMENT
FOR COMMUNITY DEVELOPMENT BLOCK GRANT ACTIVITIES

Date	1/01/2024

AS OF THE ABOVE-WRITTEN DATE, AND IN CONSIDERATION OF THEIR MUTUAL OBLIGATIONS, THE GOVERNMENTAL UNIT AND AGENCY (DEFINED BELOW(COLLECTIVELY, THE "PARTIES") ENTER INTO THIS "AGREEMENT" AND AGREE AS FOLLOWS:

1. AGENCY. "Agency" is the Sacramento Housing and Redevelopment Agency, a California joint powers agency, which has the address of 801 12th Street, Sacramento, California 95814. The County of Sacramento ("County") is an "urban county" as that term is defined in 24 Code of Federal Regulations ("CFR") Section 570.3. Agency has been designated by the County to administer the Community Development Block Grant Program ("CDBG").

2. GOVERNMENTAL UNIT. The "Governmental Unit" and the Governmental Unit's name and address for its principal place of business are the following:

City of Folsom
50 E Natoma St
Folsom, CA

3. The Governmental Unit is a "unit of general local government" as that term is defined in 24 CFR Section 570.3, and is further described as:

City of Folsom

4. COOPERATION AGREEMENT. By participating in the Urban County for the purposes of CDBG, the Governmental Unit automatically participates in the HOME Investment Partnerships Program ("HOME") and Emergency Solutions Grants ("ESG") programs. Agency on behalf of the County has the authority to carry out activities on behalf of the Governmental Unit and without consent of the local governing body which will be funded from annual CDBG, HOME, and ESG appropriations for the calendar years stated below and from any program income generated from the expenditure of such funds. This Agreement commences on the Effective Date and shall automatically renew at the expiration of the three-year qualification period ("Qualification Period") for participation in successive Qualification Periods. The Agency shall, no later than the date specified in the U.S. Department of Housing and Urban Development ("HUD") Urban County Qualification Notice ("Notice") for the upcoming Qualification Period, notify the Governmental Unit in writing of its right not to participate in the upcoming Qualification Period, a copy of which the Agency shall provide to HUD no later than the date specified in Schedule II of the Notice. The Agency or Governmental Unit may provide written notice to the other of its election not to participate in the upcoming Qualification Period, a copy of which the Agency shall provide to HUD. The Agency and the Governmental Unit each agree to adopt any amendment to this Agreement incorporating changes necessary to meet the requirements for cooperation agreements set forth in any Notice applicable for a subsequent Qualification Period, and to submit such amendment to HUD as provided in the Notice, and that such failure to comply will void the automatic renewal for such Qualification Period. Notwithstanding the foregoing, this Agreement remains in effect until the funds and program income received with respect to activities carried out during the three-year qualification period and successive qualification periods under agreements are expended and the funded activities completed. The Governmental Unit and Agency cannot terminate or withdraw from this Agreement during said periods.

Program	**"Qualification Period"/Program Years**
CDBG, HOME and ESG	January 1, 2024 through December 31, 2026

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a) The Governmental Unit and Agency shall cooperate to undertake, or assist in undertaking, community renewal and lower-income housing assistance activities, specifically urban renewal and publicly assisted housing.

b) The Governmental Unit and Agency will not obstruct the development or implementation of Consolidated Plans or One-Year Action Plans during the term of this Agreement and for such additional time as may be required for the expenditure of funds granted to the County for such period.

c) In compliance with Urban County Certification, the County, Agency and the Governmental Unit agree to take all actions necessary to assure compliance with the County's certification required by section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended, including Title VI of Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, section 109 of Title I of the Housing and Community Development Act of 1974, which incorporates Section 504 of the Rehabilitation Act of 1973 of Title II of the Americans with Disabilities Act, the Age Discrimination Act of 1975, and Section 3 of the Housing and Urban Development Act of 1968 and other applicable laws. Further, Agency and the Governmental Unit acknowledge that use of County funding is prohibited for activities in or in support of any cooperating unit of general or local government that does not affirmatively further fair housing within its own jurisdiction or that impedes the County's actions to comply with its fair housing certification.

d) The Governmental Unit has adopted and is enforcing a policy prohibiting the use of excessive force by law enforcement agencies within its jurisdiction against any individuals engaged in non-violent civil rights demonstrations; and the Governmental Unit has adopted a policy enforcing applicable State and local laws against physically barring entrance to or exit from a facility or location which is the subject of non-violent civil rights demonstrations within its jurisdictions.

e) The Parties agree that the County has final responsibility for selecting CDBG, HOME, and ESG activities. The Agency will present projects and activities to the County for approval for the Governmental Unit. The Agency will submit the annual One-Year Action Plan to HUD. The Agency will fulfill the annual reporting requirement to HUD.

f) The Governmental Unit agrees that, pursuant to 24 CFR Section 570.501(b), the unit of local government is subject to the same requirements applicable to subrecipients, including the requirements of a written agreement set forth in 24 CFR Section 570.503.

g) The Governmental Unit agrees to undertake the necessary actions, as determined by the County, to carry out a community development program, approved One-Year Action Plans, and Consolidated Plans, and to fulfill all other applicable requirements of the CDBG, HOME, and ESG programs and other applicable laws.

h) By executing this Agreement, the Governmental Unit acknowledges that it:

i) May not apply for grants under the Small Cities or State CDBG Programs from appropriations for fiscal years during the period in which it is participating in the County's CDBG program;

ii) May receive a formula allocation under HOME and ESG, but only through the County; and

iii) May not participate in a HOME consortium except through the County, regardless of whether the County receives a HOME formula allocation. A Governmental Unit is not precluded from applying to the State for HOME or ESG funds, if the State allows.

i) The Governmental Unit must not sell, trade, or otherwise transfer all or any portion of such funds to another such metropolitan city, urban county, unit of local government, or Indian tribe, or insular area that directly or indirectly receives CDBG funds in exchange for any other funds, credits or non-Federal considerations, but must use such funds for activities eligible under Title I of the Housing and Community Development Act of 1974.

j) If Governmental Unit chooses to be excluded from the County, it must notify both the Agency and the HUD field office of its election to be excluded by the date specified in Notice CPD-17-03, Section II, Qualification Schedule, paragraph E; or as specified in subsequent notices.

k) Agency may retain reasonable costs of administration for the programs from program funds, to the extent allowed by law.

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5. INDEMNIFICATION. Agency shall indemnify, hold harmless and defend the Governmental Unit, its respective officers, directors, commissioners, advisory committee members, agents, and employees from third-party liability, claims, demands, reasonable attorney's fees, or litigation and related costs, including without limitation, court costs and investigator, witness, arbitrator and mediator fees, for any injury or damages to persons or property resulting directly from Agency's prosecution of work under this Agreement whether caused, in whole or part, by willful misconduct or grossly negligent act or omission by Agency, its officers, employees, or agents.

The Governmental Unit shall indemnify, and hold harmless, the Agency, its officers, agents, and employees from liability, claims, demands, attorney's fees, or litigation and related costs, including without limitation, court costs and investigator, witness, arbitrator and mediator fees, for any injury or damages to persons or property related to and arising from this Agreement and caused by an intentional act, or negligent act or omission of the Governmental Unit, or of its officers, employees, or agents acting within the scope of their authority.

6. PERSONNEL, FACILITIES AND EQUIPMENT. Agency represents that it has, or will, secure at its own expense all personnel, facilities and equipment required in performing the services under this Agreement. Such personnel must not be the Governmental Unit employees or have any contractual relationship with the Governmental Unit, except with the Governmental Unit's prior written approval.

7. EQUAL EMPLOYMENT OPPORTUNITY REQUIREMENTS. During the performance of this Agreement, Agency agrees as follows:

a) Governmental Unit will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. Agency will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Agency agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Governmental Unit setting forth the provisions of this nondiscrimination clause.

b) Governmental Unit will, in all solicitations or advertisements for employees placed by or on behalf of Agency, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

8. INTERESTS OF OFFICIALS. No member of the governing body of the Governmental Unit, and no other officer, employee or agent of the Governmental Unit who exercises any functions or responsibilities in connection with the carrying out of the project to which this Agreement pertains, shall have any personal interest, direct or indirect, in this Agreement. No member of the governing body of the locality in which the project is situated, and no other public official of such locality, who exercises any functions or responsibilities in the review or approval of the carrying out of the project to which this Agreement pertains, shall have any personal interest, direct or indirect, in this Agreement. No member of or delegate to the Congress of the United States, and no Resident Commissioner, shall be admitted to any share or part of this Agreement or to any benefit arising from this Agreement. Agency covenants that it presently has no interest and shall not acquire any interest, direct or indirect, in any portion of the project to which this Agreement pertains, or any other interest which would conflict in any manner or degree with the performance of his services under this Agreement. Agency further covenants that in the performance of this Agreement no person having any such interest shall be employed by Agency.

9. COMPLIANCE WITH LAWS. The parties must comply with all applicable laws, ordinances and codes of the federal, state and local governments, and must commit no trespass on any public or private property in performing any of their obligations under this Agreement.

10. ASSIGNABILITY. Each party is prohibited from assigning and waives all rights to assign or transfer any interest in this Agreement without the prior written approval of the other party. Any purported assignment of any rights and obligations under this Agreement without the prior written consent of the non-assigning party is a breach of this Agreement by the party purporting to assign it.

11. THE GOVERNMENTAL UNIT COOPERATION. The Governmental Unit will reasonably cooperate with Agency regarding this Agreement. As and when requested by Agency, the Governmental Unit will furnish to Agency any and all pertinent information which the Governmental Unit may possess during the time of performance of Agency's duties under this Agreement.

12. CONFIDENTIALITY. All information prepared or assembled by the Agency under this Agreement is confidential, to the extent permitted by law. Agency must not make this information available to any individual or organization without the prior written

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approval of the Governmental Unit, except as may be required by law. Agency must immediately forward to the Governmental Unit all requests for information related to this Agreement made by a third party to Agency. Except as required by law, Agency must not disclose or permit the disclosure of any confidential information of the Governmental Unit, except to its agents, employees and other consultants, approved by the Governmental Unit, who need such confidential information for the proper performance of their duties related to this Agreement or on behalf of the Governmental Unit.

13. AGENCY'S STATUS. Agency for all purposes under this Agreement is an independent Agency and must maintain any and all licenses required by law for the performance of Agency's obligations under this Agreement. Except as expressly stated in this Agreement, the Governmental Unit is prohibited from directing the methods of Agency's work under this Agreement, requiring Agency's use of a Governmental Unit office for Agency's performance or setting regular working hours for Agency or Agency's employees.

14. AGREEMENT CONSTRUCTION AND ENFORCEABILITY. The existence, validity, construction and operation of this Agreement, and all its representations, terms and conditions shall conform to the laws of the State of California, exclusive of its conflicts of law rules. Throughout this Agreement, the use of singular and plural forms, or the various gender forms, shall each include the other as the context may indicate. If any provision of this Agreement is held in whole or in part to be unenforceable for any reason, the remainder of that provision and the entire Agreement will be severable and remain in effect.

15. NOTICES. Any notices, bills, invoices, or reports required by this Agreement shall be sufficient if sent by the parties in the United States mail, postage paid, to the address of the other party as indicated in this Agreement.

16. ENTIRE AGREEMENT. This Agreement contains the entire agreement of the parties. No other agreement, statement or promise made on or before the date of this Agreement will be binding on the parties. No changes to this Agreement are valid unless they are made by written amendment duly executed by the parties.

This Agreement is executed in Sacramento, California as of the date first above written.

Agency

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

DocuSigned by:
By: La Shelle Dozier
429DCBD0720D425...

La Shelle Dozier
Executive Director

Date signed: 7/28/2023

Approved as to legal form:

DocuSigned by:
Carolyn Barden
183D9ED5B37C4C7...

General Counsel

Governmental Unit

CITY OF Folsom

DocuSigned by:
By: Elaine Andersen
53A415E4B54149A...

Name: Elaine Andersen
City Manager
Date Signed: 7/28/2023

Approved as to legal form:

DocuSigned by:
Steve Wang
4BA4F265329E456...

City Attorney

DocuSign Envelope ID: 0A1C278B-BDD3-4C85-B100-534597CC132E

RESOLUTION NO. 11045

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A COOPERATION AGREEMENT WITH SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY FOR CONTINUED PARTICIPATION IN THE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM AND RELATED ACTIVITIES FROM JANUARY 1, 2024, TO DECEMBER 31, 2026

WHEREAS, the City of Folsom remains committed to ensuring adequate and affordable housing for households in the City of Folsom; and

WHEREAS, there is a need in the City of Folsom to continue to provide financial assistance for home repairs to low-income seniors; and

WHEREAS, there is a need in the City of Folsom to upgrade and improve accessibility for persons with disabilities consistent with the Americans with Disabilities Act (ADA); and

WHEREAS, execution of the cooperation agreement between the City and the Sacramento Housing and Redevelopment Agency (SHRA) will provide financial assistance to low-income seniors in the City of Folsom and allow participation in other eligible projects and programs (such as the ADA Upgrades and Renter's Helpline) with no fiscal impact to the City; and

WHEREAS, cooperation with the Sacramento Housing and Redevelopment Agency on the CDBG Program contributes to the City of Folsom 2021-2029 Housing Element goal of providing a range of housing services for Folsom residents with special needs, including seniors and persons with disabilities;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the City Manager is authorized to execute an agreement with SHRA, in a form approved by the City Attorney, for continued participation in the Community Development Block Grant Program from January 1, 2024 to December 31, 2026.

PASSED AND ADOPTED this 13th day of June 2023, by the following roll-call vote:

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

Rosario Rodriguez, MAYOR

ATTEST:

Lydia Konopka, DEPUTY CITY CLERK

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council Meeting

Revised Staff Report Transmittal

MEETING DATE:	2/10/2026
AGENDA SECTION:	New Business
STAFF REPORT TITLE	Update and Direction on Senate Bill (SB) 802 Ashby (Item 15)
FROM:	Community Development Department

Staff has prepared the following revised staff report sections pertaining to the above-referenced agenda item

The revisions are shown as follows:

language deletions: ~~**Strikeouts, bold and underlined,**~~
language additions: ***Italics, bold and underlined.***

In the Background section of the report, the subsection describing the amendments incorporated in the January 2026 update to SB 802 is corrected to read as follows:

- **Local housing funds and fees:** The bill now includes language stating that existing affordable housing fees collected in a jurisdiction as of July 1, 2025 will be ~~**administered by**~~ **spent in** that jurisdiction.

In addition to the eight issues of concerns associated with SB 802 outlined in the Analysis section of the staff report, staff has identified another area of concern as listed below:

9. Under the proposed bill, a code of ethics must be established for the agency that requires that all board members, including the representative of the City of Folsom, must act in the best interest of the agency. This creates a potential conflict for a representative where the actions of the agency may not be in the interest of the jurisdiction that they represent.

a. Recommend that this language be changed such that the code of ethics requires all board members act in the best interest of the public rather than just the agency to avoid a potential conflict for board members.