Agenda

City Council Regular Meeting

Folsom City Hall | City Council Chambers, First Floor
50 Natoma Street, Folsom, CA 95630

August 26, 2025, 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, August 26, 2025 6:30 PM

Sarah Aquino, Mayor

Mike Kozlowski, Councilmember — *Barbara Leary, Councilmember*
Justin Raithel, Vice Mayor — *Anna Rohrbough, Councilmember*

AGENDA

CALL TO ORDER

ROLL CALL:

Councilmembers: Raithel, Rohrbough, Kozlowski, Leary, Aquino

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

PLEDGE OF ALLEGIANCE

AGENDA UPDATE

BUSINESS FROM THE FLOOR:

Members of the public are entitled to address the City Council concerning any item within the Folsom City Council's subject matter jurisdiction. Public comments are 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.

SCHEDULED PRESENTATIONS:

1. Mid-Cycle Housing Element and Housing Fund Update

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.

2. Approval of the August 12, 2025 Special and Regular Meeting Minutes

3. Ordinance No. 1355 – An Ordinance of the City of Folsom Adding Chapter 8.39, “Unlawful Behavioral Nuisances”, to the Folsom Municipal Code to Prevent, Remove, and Abate Behavioral Nuisances that Negatively Affect People, Properties, and Businesses in the Community (Second Reading and Adoption)

4. Resolution No. 11438 – A Resolution Adopting An Initial Study and Mitigated Negative Declaration (IS/MND) for the Willow Hill Dam Valve Replacement Project and Approval of Project

5. Resolution No. 11440 - A Resolution Authorizing the City Manager to Accept a Cannabis Tax Fund Grant Program Offered by the California Highway Patrol, in the Amount of $248,391.30 to Reduce and Mitigate the Impacts of Impaired Driving, Provide DUI Enforcement and Training, Police Vehicles and Appropriation of Funds in the General Fund (Fund 010)

6. Resolution No. 11450 – A Resolution Authorizing Public Fireworks Displays During the Sacramento County Sheriff’s Rodeo on October 4, 2025

7. Resolution No. 11451 - A Resolution Accepting a Grant of $42,000 from the Community Development Block Grant (CDBG) Program for the Glenn Drive and School Street Intersection Improvements Project, Project No. 2409, and Authorizing the City Manager to Execute Construction Change Order No.1 with B&M Civil LLC in the amount of $38,082 and Appropriation of Funds in the CDBG Fund (Fund 201)

8. Resolution No. 11452 - A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with R.E.Y. Engineers, Inc. in the amount of $659,964 using $400,000 from a Federal Grant and $259,964 from the Transportation Improvement Fund (Fund 446) and Authorize a Partial Notice to Proceed for Project Approval and Environmental Design (PA/ED) Tasks for an Amount Not to Exceed $281,278 for the Riley Street Safety Improvement Project, Project No. PW2101, and Appropriation of Funds in the Transportation Improvement Fund (Fund 446)

9. Resolution No. 11453 - A Resolution Authorizing the City Manager to Execute a Two-Year Agreement with 2040 Enterprise LLC, dba Bio-One Sacramento, for $157,456 from the General Fund (010) for Homeless Encampment Cleanup Projects at Various Locations Throughout the City of Folsom

PUBLIC HEARING:

10. Ordinance No. 1354 - An Uncodified Ordinance of the City of Folsom Approving a Development Agreement by and between the City of Folsom and Broadstone Crossing Phase II, LLC and Elliott Homes, Inc. Relating to the Development known as “Broadstone Crossing Phase II" (Introduction and First Reading)

11. Ordinance No. 1356 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on East Bidwell Street, Westwood Drive, Alder Creek Parkway, Grand Prairie Road, and Mangini Parkway (Introduction and First Reading)

NEW BUSINESS:

12. Appointment of At-Large Planning Commissioner to Serve the Remainder of the Term Expiring in December 2026

13. Resolution No. 11449 - A Resolution of the City Council Declaring a Portion of APN 071-0190-076-0000 as Exempt Surplus Land and Authorizing Disposition of Said Land Through Property Exchange

14. Resolution No. 11427 - A Resolution of the City Council of the City of Folsom Approving the Affordable Housing Loan Program Guidelines to Establish a Clear Framework for Providing Financial Assistance to Affordable Housing Projects, Funded by Folsom Housing Fund (Fund 238) and Housing Trust Fund (Fund 221)

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.

CITY OF FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Mid-Cycle Housing Element and Housing Fund Update
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

It is recommended that the City Council receive a presentation from the Community Development Department providing a mid-cycle update on the status of the Housing Element, along with an overview of the funding sources that have been utilized to advance the goals of the Housing Element and support broader community housing objectives.

BACKGROUND / ISSUE

The City of Folsom is now halfway through the current 8-year Housing Element planning period (2021 – 2029). This presentation summarizes progress in implementing the Housing Element, a required component of the General Plan under California law. The presentation will outline the status of housing programs and policies, highlight key implementation efforts, and identify next steps to advance the City's housing goals. In addition, staff will provide an overview of the various housing funds available to support Housing Element objectives, including a summary of how those funds have been allocated to date. This check-in offers the Council an opportunity to assess progress, evaluate alignment with community housing priorities, and provide feedback to help shape future strategies and funding decisions.

Housing Element 101

The primary purpose of a Housing Element is to ensure that local governments plan for the housing needs of all income levels, remove barriers to development, support private market solutions, address constraints to housing, and promote fair and equitable access. It serves as a state-approved blueprint for how communities will grow and meet housing demands.

The City's sixth cycle Housing Element was adopted in August 2021 and establishes the framework for housing policy during the planning period of May 15, 2021, through May 15, 2029.

The adopted Element reevaluated the City's housing-related goals and objectives, addressed existing and emerging housing issues, and identified a comprehensive set of programs to support housing development, affordability, and equity This cycle introduced several new challenges for the City, including the need to accommodate a significantly increased Regional Housing Needs Assessment (RHNA) allocation and comply with evolving state housing laws. Among these was SB 166 (2017), the "no-net-loss" law, which requires the City's land inventory and site identification programs to maintain sufficient sites to meet any unmet RHNA.

Progress to Date

The table below summarizes the City's progress in meeting our RHNA

Regional Housing Needs Allocation (RHNA) Progress – 8-year period			
Income Level	**RHNA Allocation Of Units**	**Total Units Built in 2021 and 2024**	**Total Units Remaining**
Very Low (50% AMI)	2,226	169	2.057
Low (80% AMI)	1,341	296	1,045
Moderate (80-120% AMI)	829	806	23
Above Moderate (+120% AMI)	1,967	3062	0
Totals	6,363	4,333	3,125

In addition to ongoing efforts to meet the City's RHNA obligations, the City has made notable progress in implementing the goals, policies, and programs identified in the adopted Housing Element. The Housing Element includes a total of 34 programs—16 designated as ongoing and 18 with defined implementation timelines for completion. Of these, 5 programs have been completed, 8 are currently in progress, partially implemented, or associated with the Zoning Code update, and 5 programs have not yet been initiated.

Completed highlights:

- **Program H-2:** Approved General Plan amendments and EIR certification creating capacity for up to 6,046 additional residential units in targeted areas, new units in order to ensure the City maintains adequate capacity to meet the lower-income RHNA throughout the planning period.
- **Program H-4:** Published an ADU design workbook to guide development in the Historic District as well as one for ADUs throughout the City.
- **Program H-16:** Sold land at 300 Persifer Street to Habitat for Humanity for 10 affordable homes, now under construction.

Programs scheduled for completion in 2025

- **Program H-8:** Multifamily objective design standards are being finalized and will be presented to the City Council for review in fall 2025.
- **Program H-9:** Consultant has been engaged to evaluate the inclusionary housing in-lieu fee, with recommendations expected for Council consideration in fall 2025.
- **Program H-11:** Draft Affordable Housing Loan Guidelines have been prepared to guide funding priorities and inform future Requests for Proposals (RFPs). City Council action is scheduled for August 2025.

For the 2025/26 fiscal year, staff intends to prioritize the completion of ongoing projects and the implementation of measures associated with the Zoning Code update. Additional programs under consideration for this fiscal year include H-5 Accessory Dwelling Unit Incentive; H-7, Development Impact and Permit Fees; H-15 Affordable Development at the Glenn/Robert G Holderness Station; H-17 Study the Purchase of Land for Affordable Housing; and H-18 Prioritize Infrastructure for Affordable Housing.

Housing Funding Toolbox

The City of Folsom has utilized a variety of funding mechanisms—both past and present—to support the development of affordable housing and housing related activities in alignment with the goals and policies outlined in the Housing Element. Below is a summary of four key city-managed funding sources available for this purpose.

Fund 238 - Folsom Housing Fund – In 2013, Folsom introduced an inclusionary housing in-lieu fee to support affordable housing. The fee equals 1% of the lowest-priced unit's sale price in a subdivision, multiplied by the total number of units. Per a legal agreement with the Sacramento Housing Alliance, at least 50% of the collected fees must fund the construction or major rehabilitation of multi-family rentals affordable to low and very low-income households.

Fund 221- Housing Trust Fund – Established in 2002, Folsom's Housing Trust Fund (HTF) supports affordable housing development. The city collects a $2.08 per square-foot fee from new commercial projects, reflecting the link between job growth and housing demand. HTF funds are mainly used to fill financing gaps in affordable rental housing projects.

Fund 274 - Oaks at Willow Springs Fund – This fund was established in 2006 as part of the inclusionary housing requirements for the Oaks at Willow Springs Development Project. Of the total $3.1 million amount paid by the developer, $2.7 million was designated exclusively for the development of low-income housing units on city-owned property located on Sibley Street—now the site of Granite City Apartments.

Fund 280 - Bonds Fund – After redevelopment was dissolved in 2012, Folsom lost a major funding source for affordable housing. However, Senate Bill 107 (signed in 2015) allowed the City to use pre-2011 redevelopment bond proceeds for housing. This enabled Folsom to secure over $9.6 million, which was invested in multiple affordable housing projects.

As of Fiscal Year End June 2025, the City's total unaudited housing funds cash balance available for affordable housing projects was approximately $23.9 million and is comprised of four separate funds, as summarized in the table below:

Folsom Housing Funds		
Housing Fund Name	**Source**	**Cash Balance**
Housing Trust Fund (Fund 221)	Commercial Fees	$918,311
Folsom Housing Fund (Fund 238)	Inclusionary In-lieu Fees	$22,804,399
Oaks at Willow Springs (Fund 274)	Willow Springs Inclusionary Fee	$25,672
Bonds Fund (Fund 280)	Former Redevelopment Bonds	$149,695
Total		$23,898,077

*In addition to providing affordable housing financial subsidies, Total includes funds utilized for consulting services, special reports, and other housing related activities.

It is important to note of the four types of housing funds, only the Folsom Housing Fund (Fund 238) and the Housing Trust Fund (Fund 221) are expected to generate future City housing funds. During the past year, the City collected over $3.8 million in inclusionary in-lieu fees as a result of the new single-family housing development (primarily in the Folsom Plan Area) and approximately $171,000 in housing trust fund fees associated with new commercial development. In addition to providing affordable housing loans, these funds are used for other housing related activities such as the Housing Element Update and housing financing consulting services.

In addition to city sources of funds**,** the City utilizes a mix of federal, state, and other housing funds to support affordable housing initiatives. Through its partnership with the Sacramento Housing and Redevelopment Agency (SHRA), the City receives federal **Community Development Block Grant (CDBG**) and the **Home Investment Partnership Program (HOME) funds** – currently, $200,000 annually for the Seniors Helping Seniors Program and $800,000 in HOME funds for a future rental project. State funding from HCD includes competitive grants like **Homekey** and **Infill Infrastructure**, which require prevailing wage compliance and pose cost challenges. Despite this, Folsom secured $2.5 million in Homekey funds for the Bidwell Street Studios project. The City also receives a share of Sacramento County's **Permanent Local Housing Allocation (PLHA)** funds—about $161,538 annually. In 2025, current and anticipated future allocations totaling up to **$810,000** were committed to Habitat for Humanity to support the Persifer Street affordable homeownership project.

Additionally, the Sacramento Area Council of Governments (SACOG) offers grants to promote housing development and climate-friendly growth through programs like **Regional Early Action Planning (REAP)** and **Green Means Go**. These initiatives support infill housing, reduce vehicle miles traveled, and align with regional sustainability goals. Folsom has received multiple SACOG grants, including $41,000 for Housing Element updates (2020), $575,000 for Program H-2 implementation (2021), and $374,000 in Green Means Go funds (2022) for infrastructure improvements tied to the Persifer Street Project.

Looking Ahead: Strategic Focus and Council Guidance

As the City enters the second half of the Housing Element planning cycle, continued focus on strategic implementation, targeted funding, and policy alignment will be essential to achieving

long-term housing objectives. Staff remains committed to advancing programs that promote housing affordability, equity, and accessibility across all income levels. Council's input during this mid-cycle review will help guide future priorities, ensure resources are effectively leveraged, and reinforce the City's commitment to meeting its housing obligations in a manner that reflects community values and needs.

Submitted,



Pam Johns, Community Development Director

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

City Council Special Meeting

MINUTES

Tuesday, August 12, 2025 5:00 PM

CALL TO ORDER

The special City Council meeting was called to order at 5:00 pm with Mayor Aquino presiding.

ROLL CALL:

Councilmembers Present:	Barbara Leary, Councilmember Justin Raithel, Vice Mayor Michael Kozlowski, Councilmember Sarah Aquino, Mayor
Councilmembers Absent:	Anna Rohrbough, Councilmember

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Legal Counsel - Existing Litigation - Pursuant to Government Code Section 54956.9(d)(1): Colleen Lawson v. City of Folsom, Sacramento County Superior Court Case No. 25CV016811

2. Conference with Legal Counsel - Existing Litigation - Pursuant to Government Code Section 54956.9(d)(1): George Umberger, II, et al. v. City of Folsom, et. al., United States District Court for the Eastern District of California Case No. 2:24-cv-1169-KJM-JPD (PS)

3. Conference with Labor Negotiator - Pursuant to Government Code section 54957.6. Agency Negotiator: Vance Piggott. Employee Organization: Various Bargaining Groups

Motion by Mayor Aquino, second by Councilmember Raithel to adjourn to closed session. Motion passed by the following roll-call vote:

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

RECONVENE

City Attorney Steven Wang announced that no final action was taken during closed session.

ADJOURNMENT

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

SUBMITTED BY:

_____
Christa Freemantle, City Clerk

ATTEST:

_____
Sarah Aquino, Mayor

City Council Regular Meeting

MINUTES

Tuesday, August 12, 2025 6:30 PM

CALL TO ORDER

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

ROLL CALL:

Councilmembers Present:	Barbara Leary, Councilmember Justin Raithel, Vice Mayor Michael Kozlowski, Councilmember Sarah Aquino, Mayor
Councilmembers Absent:	Anna Rohrbough, Councilmember

PLEDGE OF ALLEGIANCE

The pledge of allegiance was recited.

AGENDA UPDATE

City Attorney Steven Wang advised that there were no agenda updates.

BUSINESS FROM THE FLOOR:

The following speakers spoke under this item as a group:

1. Sherrie Richter, Priscilla Schroeder, Sue Spielman and Peggy Plett

SCHEDULED PRESENTATIONS:

1. City of Folsom Resolution of Commendation Honoring Folsom American Little League 10U All Stars

   Mayor Aquino presented the Resolution of Commendation.

2. Presentation on Natoma Station Maintenance Assessment District No. 2025-02 Informational Update

Municipal Landscape Services Manager Derik Perez made a presentation and responded to questions from the City Council. 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.

3. Approval of the July 8, 2025 Special and Regular Meeting Minutes

4. Approval of the July 23, 2025 Special Meeting Minutes

5. Pulled for discussion

6. Resolution No. 11436 – A Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Sacramento Metropolitan Air Quality Management District Licensing Agreement No. E32015006 Extending the Term of the Agreement for an Additional Five Years

7. Pulled for discussion

8. Pulled for discussion

9. Resolution No. 11441 - A Resolution Receiving Report from the Community Development Department on the Approval of a Parcel Map Waiver for the Russell Ranch Phase 2, Village 5 Project

10. Resolution No. 11444 - A Resolution Approving the Donation of Specified Pieces of the Original Folsom Kids Play "Castle" Park Play Structure to Folsom Kids Play - For Generations, Inc.

11. Resolution No. 11446- A Resolution Accepting $67,371 in Department of Homeland Security Grant Funds Awarded Through the California Office of Emergency Services and Appropriation of Funds in the General Fund (Fund 010)

12. Resolution No. 11448 - A Resolution Rejecting all Bids for the Bidwell Street Storm Drain Replacement Project, Project No. 2499

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve Consent Calendar Item Nos. 3-4, 6 and 9-12. Motion passed by the following roll-call vote:

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

CONSENT CALENDAR ITEMS PULLED FOR DISCUSSION:

5. Resolution No. 11415 - A Resolution Accepting a Grant of $65,000 from the Urban Area Security Initiative (UASI) for the Police Department and Authorizing the City Manager to Execute a Contract with Peregrine Technologies for $64,000 for a Real-Time Decision and Operations Management Platform and Appropriation of Funds in the General Fund (Fund 010)

Speaker James Tedford requested clarification on several matters related to the grant and contract. Commander Andrew Bates and City Manager Bryan Whitemyer responded.

Motion by Vice Mayor Raithel, second by Councilmember Leary to approve Resolution No. 11415. Motion passed by the following roll-call vote:

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

7. Resolution No. 11437 – A Resolution Authorizing the City Manager to Execute an Agreement with NTU Technologies, Inc. for $387,000 from the Water Operating Fund (Fund 520) for the Purchase of Chemicals for the Water Treatment Plant

Speaker James Tedford requested clarification on several matters related to the agreement. Environmental and Water Resources Department Director Marcus Yasutake and City Manager Bryan Whitemyer responded.

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve Resolution No. 11437. Motion passed by the following roll-call vote:

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

8. Resolution No. 11439 – A Resolution Authorizing the City Manager to Execute an Agreement with MARS Company for $198,875 from the Water Operating Fund (Fund 520) for a Software License and Maintenance Subscription for the Meter Test Bench

Speaker James Tedford requested clarification on several matters related to the agreement. Environmental and Water Resources Department Director Marcus Yasutake and City Manager Bryan Whitemyer responded.

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve Resolution No. 11439. Motion passed by the following roll-call vote:

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

NEW BUSINESS:

13. Ordinance No. 1355 – An Ordinance of the City of Folsom Adding Chapter 8.39, "Unlawful Behavioral Nuisances", to the Folsom Municipal Code to Prevent, Remove, and Abate Behavioral Nuisances that Negatively Affect People, Properties, and Businesses in the Community (Introduction and First Reading)

City Attorney Steven Wang made a presentation and responded to questions from the City Council. City Manager Bryan Whitemyer and Community Development Department Director Pam Johns provided additional information.

Motion by Vice Mayor Raithel, second by Councilmember Kozlowski to approve Ordinance 1355. Motion passed by the following roll-call vote:

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

14. California Department of Transportation Sustainable Transportation Planning Grant Program for a Sustainable Transit Connections to Health Services Planning and Feasibility Study Contracts

i. Resolution No. 11442 – A Resolution Authorizing the City Manager to Execute a Memorandum of Understanding Between the City of Folsom and the Sacramento Regional Transit District Regarding the Sustainable Transit Connections to Health Services Planning and Feasibility Study

ii. Resolution No. 11443 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Fehr & Peers for a Sustainable Transit Connections to Health Services Planning and Feasibility Study Contract

Community Development Department Planning Manager Desmond Parrington made a presentation and responded to questions from the City Council.

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve Resolution No. 11442. Motion passed by the following roll-call vote:

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

Motion by Vice Mayor Raithel, second by Councilmember Kozlowski to approve Resolution No. 11443. Motion passed by the following roll-call vote:

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

CITY MANAGER REPORTS

City Manager Bryan Whitemyer provided updates on CERT volunteer recruitment efforts, MADD recognition received by officers for DUI enforcement activities, expansion of police records services to Fire Station 34, and opening of registration for Community Service Day.

COUNCIL COMMENTS

Councilmember Kozlowski reported on the Green Means Go program status and noted the regional Blueprint planning document comment period concluded August 8th.

Vice Mayor Raithel provided updates from the Sacramento Steps Forward Continuum of Care meeting, highlighting decreased federal funding levels while noting continued strong inter-agency collaboration. He also reported on his participation in the Sacramento Transportation Authority subcommittee meeting regarding state and federal transportation funding opportunities.

Councilmember Leary shared updates from the Sacramento Metro Cable Commission and mentioned upcoming budget discussion sessions planned for the second Council meeting in September.

Mayor Aquino announced the Sacramento region's recent achievement in meeting the 2008 ozone standard and invited public attendance at a press conference scheduled for August 21st at 10:00 a.m. at City Hall.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 7:41 p.m. in honor and memory of Councilmember Rohrbough's uncle John Hubbard.

SUBMITTED BY:

_____
Christa Freemantle, City Clerk

ATTEST:

_____
Sarah Aquino, Mayor

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Ordinance No. 1355 – An Ordinance of the City of Folsom Adding Chapter 8.39, "Unlawful Behavioral Nuisances", to the Folsom Municipal Code to Prevent, Remove, and Abate Behavioral Nuisances that Negatively Affect People, Properties, and Businesses in the Community (Second Reading and Adoption)
FROM:	City Attorney's Office

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council conduct second reading and adopt Ordinance No. 1355 - An Ordinance of the City of Folsom Adding Chapter 8.39, "Unlawful Behavioral Nuisances", to the Folsom Municipal Code to Prevent, Remove, and Abate Behavioral Nuisances that Negatively Affect People, Properties, and Businesses in the Community.

BACKGROUND / ISSUE

The City Council introduced and conducted first reading of this Ordinance at its August 12, 2025 Council meeting. No change has been made to the draft Ordinance.

The City's code enforcement and law enforcement officers were recently called upon by a resident to assist in abating a public nuisance that had existed in one of the residential houses in that neighborhood for years. The criminal elements at this property festered where certain individuals congregated, lived, and carried out various illegal activities day and night, such as, for example, the sale, purchase, transport, distribution, and use of illegal drugs and controlled substances. The bad actors intimidated the neighbors through aggressive interactions, foul and threatening languages, hostile and menacing gestures from their co-conspirators, and letting aggressive dogs loose in the neighborhood. All those behaviors negatively affected the peace, enjoyment, health, and safety of the neighbors in that neighborhood.

The Folsom Municipal Code has a nuisance provision that pertains to maintenance and upkeep of physical properties, but nothing addresses behavioral nuisances that threaten the health, safety, and peaceful enjoyment of people, properties, and businesses.

POLICY / RULE

Under Section 2.12 of the City Charter, amendments to the Folsom Municipal Code require review and approval by the City Council.

ANALYSIS

Staff propose to add a chapter to the Folsom Municipal Code to specifically address behavioral nuisances on any property in the City such as:

1. Illegal sale, use, possession, distribution, or transport of controlled substances or other illegal drugs and substances;

2. Gathering, or coming and going, of people who have an intent to purchase, use, distribute, sell, or transport controlled substances on or from the property;

3. Prostitution;

4. Unlawful activities of a criminal street gang;

5. Making or continuing, or causing to be made and continued, or any loud unnecessary or unusual noise which disturbs the peace and quiet of the neighborhood, or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing on the property or in the area;

6. Unlawful discharging of a firearm or brandishing of a weapon by any person;

7. Unlawful fireworks displays;

8. Frequent response by the Folsom Police Department to the real property or the adjacent area (but not the real property of another) as a result of any person or persons causing any combination of the following calls as indicated in the Folsom Police Department incident report:

    A. Animal disturbances, including but not limited to competitive fighting between animals.

    B. Violent criminal acts, charged or not, including, but not limited to, rape, assault, battery, homicide, or shooting.

    C. Making hostile or aggressive gestures or threats that disturb the peaceful enjoyment or another person.

D. Illegal consumption of intoxicants in public view.

E. Gaming activities.

F. Juvenile disturbances.

The proposed Ordinance seeks to hold the property owner responsible to mitigate and abate the nuisance as described. If the owner fails to do so after receiving notice from the City, the proposed Ordinance allows the City to proceed with abatement actions through administrative citations and other lawful remedies. The City's cost and expenses will be a lien against the property to repay the City's taxpayers for the expenses incurred to abate public nuisance.

FINANCIAL IMPACT

No immediate financial impact is expected from these proposed Ordinance.

ENVIRONMENTAL REVIEW

The action is exempt under Section 15061(b)(3) – the common sense rule of the California Environmental Quality Act (CEQA) because the proposed addition of Chapter 8.39 to the Folsom Municipal Code has no potential to cause significant effects on the environment.

ATTACHMENT

1. Ordinance No. 1355 – An Ordinance of the City of Folsom Adding Chapter 8.39, "Unlawful Behavioral Nuisances", to the Folsom Municipal Code to Prevent, Remove, and Abate Behavioral Nuisances that Negatively Affect People, Properties, and Businesses in the Community

Respectfully submitted,

STEVEN WANG
City Attorney

Attachment 1

ORDINANCE NO. 1355

AN ORDINANCE OF THE CITY OF FOLSOM ADDING CHAPTER 8.39, "UNLAWFUL BEHAVIORAL NUISANCES", TO THE FOLSOM MUNICIPAL CODE TO PREVENT, REMOVE, AND ABATE BEHAVIORAL NUISANCES THAT NEGATIVELY AFFECT PEOPLE, PROPERTIES, AND BUSINESSES IN THE COMMUNITY

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

SECTION 1 PURPOSE

The purpose of this ordinance is to add Chapter 8.39, "Unlawful Behavioral Nuisances", to the Folsom Municipal Code to prevent and allow Code Enforcement and/or Law Enforcement to remove and abate harmful behaviors that typically associate with crimes and create blight and decay in the community.

SECTION 2 ADDITION TO CODE

Chapter 8.39, "Unlawful Behavioral Nuisances", is hereby added to the Folsom Municipal Code to read as follows:

Chapter 8.39
UNLAWFUL BEHAVIORAL NUISANCES

Sections:

8.39.010 Finding and purpose.
8.39.020 Definitions.
8.39.030 Unlawful behavioral nuisances.
8.39.040 Declaration of public nuisance.
8.39.050 Notification of nuisance.
8.39.060 Authority to issue administrative citation.
8.39.070 Authority to initiate administrative remedies.
8.39.080 Abatement by city.
8.39.090 Assessment lien.
8.39.100 Alternative actions available.
8.39.110 Violations.

8.39.010 Finding and purpose

A. Certain behaviors of persons on property within the City are injurious to residents, property owners, and businesses in the community, and as such constitute a public nuisance. Such public nuisances can create conditions that negatively affect one's health, or be indecent or offensive to the senses, or contribute to visual blight, so as to interfere with the safety and enjoyment of life or property by people in the community or neighborhood. The abatement of such behavioral nuisances is important to the City in its fight against blight, decay, deterioration and crime.

B. The owners of real properties within the City are responsible for monitoring their properties and for taking appropriate action if a nuisance exists thereon, whether that nuisance is created by existing physical conditions or by nuisance creating behaviors, or the combination of conditions. Many nuisances can be avoided with active property management. Lack of proper management of real property can create an environment conducive to behaviors that can become a nuisance with repetition and lack of abatement and corrective measures. If a property owner does not fulfill his or her responsibilities, it is necessary for the safety, health and welfare of the neighborhoods, and the City as a whole, that the City be able to undertake abatement action.

C. Because of the profound impact and affect behavioral nuisances have on the community, individuals and crime, the City Council, in adopting this Chapter finds the civil penalties imposed for a violation of this Chapter are justified and necessary to protect the health, property, and integrity of this community.

D. Nothing in this Chapter exempts property owners from compliance with state, federal, or local laws, including, but not limited to, laws on housing, eviction, retaliatory conduct, discriminatory conduct, or invasion of privacy.

E. The purpose of this Chapter is:

1. To set forth and enforce minimum standards relating to the management of activities conducted or conditions on real property to protect the public health, safety and welfare, and;

2. To put in place remedies which will permit the City to take timely, effective, efficient administrative or other legal action against property owners who permit or suffer nuisance creating behaviors or conditions to occur on their properties on a continuing basis, in order to compel such owners to abate the nuisance creating behaviors or conditions and control the environment, both physical and behavioral, on such real properties.

F. The provisions of this Chapter are complimentary, cumulative, supplementary, and additional to any other legal remedies available, whether found in this Code, state or federal laws, regulations, or case law.

G. It is not the intent nor purpose of this Chapter to subject owners or managers to any legal liability resulting from a tenant's actions away from the owner's or manager's own property unless it can be shown that the problem tenant is also creating a nuisance or committing a crime on the owner's or manager's property.

8.39.020 Definitions.

“Public nuisance” means the creation or maintenance of any behavior or condition upon public or private property which is injurious to health, or indecent or offensive to the senses, or an obstruction to the free use of property, or a detriment to property values, or contributes to visual blight, so as to interfere with the comfortable enjoyment of life or property of an entire community or neighborhood, or by any considerable number of persons.

“Building” means any structure used or intended for supporting or sheltering any use or occupancy and includes any house, garage, duplex, apartment, condominium, stock cooperative or other residential structure, and includes all retail, commercial and industrial structures.

“City Manager” means the City Manager or his/her designees.

"Frequent" means such response is occurring more than one and one-half times than the average number of such responses for property of a similar size in character.

“Owner” means any person owning property, as shown on the last equalized assessment roll for property taxes, or other person having control or possession of the property.

“Person” means any individual, partnership, corporation, business, association or other organization, however formed.

“Property” means all property within the City and includes any building located on such property.

“Tenant or occupant” means any person or group of persons occupying the whole or part of a building or land, whether or not pursuant to a written or oral lease, tenancy at will, tenancy at sufferance or otherwise.

8.39.030 Unlawful behavioral nuisances.

It is hereby declared a public nuisance and a violation of this Chapter for the owner, whether through the owner or owner's agent, lessee, sublessor, sublessee, or occupant of any property in the City to permit, with actual or constructive knowledge, any of the following activities or behavior to occur on the property of the owner:

A. The illegal sale, use, possession, distribution, or transport of controlled substances or other illegal drugs and substances;

B. The gathering, or coming and going, of people who have an intent to purchase, use, distribute, sell, or transport controlled substances on or from the property;

C. The occurrence of prostitution;

D. Unlawful activities of a criminal street gang as defined in the California Penal Code;

E. The making or continuing, or causing to be made and continued, or any loud unnecessary or unusual noise which disturbs the peace and quiet of the neighborhood, or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing on the property or in the area;

F. The unlawful discharging of a firearm or brandishing of a weapon by any person;

G. Unlawful fireworks displays;

H. The frequent response by the Folsom Police Department to the real property or the adjacent area (but not the real property of another) as a result of any person or persons causing any combination of the following calls as indicated in the Folsom Police Department incident report:

1. Animal disturbances, including but not limited to competitive fighting between animals.

2. Violent criminal acts, charged or not, including, but not limited to, rape, assault, battery, homicide, or shooting.

3. Making hostile or aggressive gestures or threats that disturb the peaceful enjoyment of another person.

4. Illegal consumption of intoxicants in public view.

5. Gaming activities.

6. Juvenile disturbances.

8.39.040 Declaration of public nuisance.

Any behavior on property in violation of the foregoing Section 8.39.030 is declared to be a public nuisance and shall be abated pursuant to the procedures set forth in this Chapter or elsewhere in the Municipal Code. The procedures for abatement set forth in this Chapter shall not be exclusive and shall not in any manner limit or restrict the City from enforcing other City ordinances or abating public nuisances in any other manner provided by law.

8.39.050 Notification of nuisance.

Whenever the City Manager or his or her designee determines that any behavior described in Section 8.39.030 exists on any property within the City, the City Manager shall give notice to the owner of the property, and if known the person responsible for causing the violation if that is not the owner, stating the section(s) being violated. Such notice shall set forth a reasonable time limit, in no event less than ten calendar days, for correcting the violation(s) and may set forth suggested methods of correcting them. Such notice shall be served upon the owner in person or by certified mail.

8.39.060 Authority to issue administrative citation.

In the event the owner or person responsible for the violation shall fail, neglect or refuse to comply with the notice of order to abate, the City Manager designee shall have the authority to

issue an administrative citation in accordance with the provisions of Chapters 1.08 and 1.09 of this Code.

8.39.070 Authority to initiate administrative remedies.

In the event the owner or person responsible for the violation(s) shall fail, neglect or refuse to comply with notice of order to abate, or to respond to the issuance of an administrative citation, the City Manager shall have the authority to initiate administrative remedies in accordance with the provisions of Chapter 1.09 of this Code, in addition to all other legal remedies, criminal or civil, which may be pursued by the City to address any violation of this Code.

8.39.80 Abatement by city.

A. If the nuisance is not abated within the specified abatement period, the City Manager shall abate, or cause to be abated, the nuisance utilizing City employees or private contractor. The cost of abatement and administration for same shall be billed to the owner, and be due and payable within thirty days thereafter. Administrative costs shall include personnel costs, costs incurred in documenting the nuisance, costs of notices, specifications and contracts, inspections, and costs of printing and mailing required by this Chapter.

B. In the event the property owner disputes the cost of abatement and administration, the owner shall give notice to the City Clerk of such objection and the clerk shall set the matter for hearing before the City Council within thirty days after receipt of said notice, at which time the Council will hear evidence presented by the owner and staff and determine whether or not the cost of abatement and administration are reasonable. The determination of the City Council shall be final and not appealable.

8.39.090 Assessment lien.

In the event the costs to abate the nuisance are not paid by the owner, the City shall prepare a special assessment against the subject property requiring the abatement of nuisance. Assessment will be implemented upon recordation in the office of the county recorder of a notice of lien on the property for the amount of the assessment; or to cause the amounts of the respective assessments to be added to the next regular tax bills levied against the affected properties.

8.39.100 Alternative actions available.

Nothing in this Chapter shall be deemed to prevent the City from commencing a civil or criminal proceeding to abate a public nuisance or from pursuing other means available under provisions of applicable ordinances or state laws, to correct and abate health and safety hazards created by the behavioral nuisance in addition to or as alternatives to the proceedings set forth in this Chapter.

8.39.110 Violations.

A. The owner or other person having charge or control of any such building, structure or property who maintains any public nuisance defined in this Chapter, or who violates any order of abatement made pursuant to this Chapter is guilty of an infraction.

B. Any person who removes or defaces any notice or order posted as required by this Chapter is guilty of an infraction.

C. No person shall obstruct, impede or interfere with any representative of the City or City contractor engaged in mitigating, removing, or abating a nuisance pursuant to the provisions of this Chapter, or in performing any necessary act preliminary or incidental to such work as authorized or directed pursuant to the provisions of this Chapter.

SECTION 3 SCOPE

Except as set forth in this ordinance, all other provisions of the Folsom Municipal Code shall remain in full force and effect.

SECTION 4 SEVERABILITY

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

SECTION 5 NO MANDATORY DUTY

This Ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City or any officer or employee thereof a mandatory duty of care towards persons and property within or without the City, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

SECTION 6 EFFECTIVE DATE

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

This ordinance was introduced and the title thereof read at the regular meeting of the City Council on August 12, 2025 and the second reading occurred at the regular meeting of the City Council on _____, 2025.

On a motion by Councilmember _____ seconded by Councilmember _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this ____ day of _____, 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 11438 - A Resolution Adopting an Initial Study and Mitigated Negative Declaration (IS/MND) for the Willow Hill Dam Valve Replacement Project and Approval of Project
FROM:	Environmental and Water Resources Department

RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 11438 - A Resolution Adopting an Initial Study and Mitigated Negative Declaration (IS/MND) for the Willow Hill Dam Valve Replacement Project and Approval of Project.

BACKGROUND / ISSUE

The Environmental and Water Resources Department has developed a water and wastewater infrastructure rehabilitation and replacement (R & R) program through water and wastewater master plans and ongoing condition assessment programs. Through these efforts, portions of the water and wastewater system in the City have been identified as needing rehabilitation or replacement. A comprehensive plan has been developed for the R & R of these aging systems, and much of this work has been completed in recent years. The projects identified and included within the Water System Rehabilitation Project No. 1 (WA1603) include the replacement of the waterline serving Black Miner's Bar, replacing the valves on the Willow Hill Dam, and rehabilitating the waterline on Rainbow Bridge. All projects with the exception of the Willow Hill Dam Valve Replacement Project have been completed.

The Willow Hill Dam Valve Replacement Project (proposed project) involves the replacement of the upstream and downstream valves at the Willow Hill Reservoir dam, which is required by the Division of Safety of Dams (DSOD), as they have reached the end of their serviceable life. The project includes demolishing a portion of the existing dam infrastructure, replacing the upstream slide gate valve structure and the downstream isolation valve, installation of a fenced, raised

landing and gate operator infrastructure at the top of the dam, and placing rip rap and armoring on a portion of the upstream face of the dam. If it is determined that the underground segment of the outlet pipe warrants replacement, then a cured-in-place pipe (CIPP) will be installed within the existing pipe.

POLICY / RULE

In accordance with Section 15074 of the California Environmental Quality Act (CEQA) Guidelines, the City Council shall adopt the Mitigated Negative Declaration if it finds on the basis of the Initial Study and any comments received that there is no substantial evidence that the project will have a significant effect on the environment.

ANALYSIS

The proposed project will allow the City to replace the upstream and downstream valves at the Willow Hill Reservoir dam, which is required by the DSOD, as they have reached the end of their serviceable life. An IS/MND was completed for the City of Folsom Willow Hill Dam Valve Replacement Project in compliance with CEQA. The IS/MND evaluated the potential impacts associated with the construction and operation of the proposed project. The purpose of the IS/MND is to provide the public, state, and local agency decision-makers with information regarding the project's potential impact on the environment and provide an opportunity for comment.

The Initial Study prepared for the proposed project identified mitigation measures to reduce the impact from "Potential Impact" to "Less than Significant" for the following environmental issue areas: Biological Resources, Cultural Resources, Geology and Soils, and Tribal Cultural Resources. A Mitigated Negative Declaration has been prepared for the proposed project. With implementation of these mitigation measures, there would be no significant effect on the environment resulting from the proposed project.

The 30-day public review period for the Draft IS/MND ran from June 12th, 2025, through July 11th, 2025. The draft IS/MND was filed with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation to initiate the required 30-day public review period, along with the Notice of Intent to Adopt an MND (NOI), Notice of Completion, and summary form (SCH #2025060604). Additionally, the NOI was filed with the Sacramento County Clerk and was published with the Sacramento Bee.

One comment letter was received during the public review period from the Central Valley Regional Water Quality Control Board (CVRWQCB) on July 8, 2025. The form letter outlines potential regulatory permit applications that may be required in advance of project implementation. The City is currently undertaking preparation of regulatory permit applications as warranted per the CVRWQCB letter. No additional comment letters were received during the public review period and no corrections, revisions or other clarifications are required to the Draft IS/MND. The Draft IS/MND has been retitled as the Final IS/MND.

The conclusion of the Final IS/MND is that the proposed Willow Hill Dam Valve Replacement Project will not result in significant impacts or involve any conditions that should require an

Environmental Impact Report (EIR). Once adopted by City Council, EWR staff will incorporate these documents into the project plans and specifications and publicly bid the project for construction. EWR staff will bring a future item to City Council for approval of the construction agreement.

FINANCIAL IMPACT

Funding for the Willow Hill Dam Valve Replacement Project is included in the Fiscal Year 2025-26 Capital Improvement Budget under the Water System Rehabilitation Project No. 1 (Project WA1603) adopted by the City Council. This project is fully funded through the Water Fund (Fund 520) and has sufficient funds budgeted and available to complete the project.

ENVIRONMENTAL REVIEW

Pursuant to Section 15097 of CEQA Guidelines, the City shall adopt the Mitigation Monitoring and Reporting Program to implement the identified mitigation measures to avoid significant environmental effects.

ATTACHMENTS

1. Resolution No. 11438 - A Resolution Adopting an Initial Study and Mitigated Negative Declaration (IS/MND) for the Willow Hill Dam Valve Replacement Project and Approval of Project

2. Final IS/MND, which includes a Mitigation Monitoring and Reporting Program

Submitted,

_____

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

Attachment 1

RESOLUTION NO. 11438

A RESOLUTION ADOPTING AN INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION (IS/MND) FOR THE WILLOW HILL DAM VALVE REPLACEMENT PROJECT AND APPROVAL OF PROJECT

WHEREAS, pursuant to the California Environmental Quality Act (CEQA); Public Resources Code Section 21000, et seq. and CEQA Guidelines, the City of Folsom (City) prepared a Public Draft Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate potential environmental impacts associated with the City's proposed Willow Hill Dam Valve Replacement Project (proposed project); and

WHEREAS, the City is the lead agency under CEQA; and

WHEREAS, the purpose of the proposed project is to replace the upstream and downstream valves at the Willow Hill Reservoir dam, which is required by the Division of Safety of Dams (DSOD), as the valves have reached the end of their serviceable life; and

WHEREAS, on June 12, 2025, to initiate the 30-day public review period of the Draft IS/MND, the City filed a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) and the IS/MND for the proposed project with the Governor's Office of Land Use and Climate Innovation (State Clearinghouse or SCH); and

WHEREAS, the State Clearinghouse identified the project with SCH #2025060604; and

WHEREAS, the 30-day public review period was established between June 12th, 2025 and July 11th, 2025, with copies of the Draft IS/MND available for review on the City's website at: www.folsom.ca.us/cipprojects and at the City of Folsom, Environmental & Water Resources Department, 50 Natoma Street, Folsom, CA 95630; and

WHEREAS, the City received one comment letter on the IS/MND from the Central Valley Regional Water Quality Control Board (CVRWQCB) on July 8, 2025, suggesting the need for potential regulatory permitting in advance of project implementation; and

WHEREAS, the City is currently undertaking permit applications as warranted and will obtain necessary regulatory authorizations in advance of project implementation; and

WHEREAS, the City prepared a Final IS/MND according to CEQA Guidelines and considered and incorporated all comments received by the State Clearinghouse and other agencies during the 30-day public review period; and

WHEREAS, the City notified, in writing, any commenting agencies of the date of the public hearing on the proposed project for which this IS/MND will be decided upon for approval pursuant to Public Resources Code Section 21092.5(b); and CEQA Guideline Section 15073; and

WHEREAS, no significant effects on the environment have been identified which could

not be mitigated; and

WHEREAS, a Mitigation Monitoring and Reporting Program for the Willow Hill Dam Valve Replacement Project has been prepared pursuant to Public Resources Code, Section 21018.6 to ensure compliance during project implementation:

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

1. A Mitigated Negative Declaration has been prepared in compliance with the CEQA for the proposed Willow Hill Dam Valve Replacement Project.

2. The City Council has reviewed and considered the information in the Mitigated Negative Declaration prior to approving the Willow Hill Dam Valve Replacement Project.

3. On the basis of the whole record before the City Council, there is no substantial evidence that the proposed Willow Hill Dam Valve Replacement Project will have a significant effect on the environment.

4. With implementation of the mitigation measures in the Mitigated Negative Declaration, this Willow Hill Dam Valve Replacement Project will not have a significant effect on the environment.

5. The Mitigated Negative Declaration reflects the City Council's independent judgement and analysis.

BE IT FURTHER RESOLVED that the City Council of the City of Folsom hereby adopts the Mitigated Negative Declaration for the Willow Hill Dam Valve Replacement Project as well as the Mitigation Monitoring and Reporting Program.

BE IT FURTHER RESOLVED by the City Council that the Willow Hill Dam Valve Replacement Project is hereby approved.

PASSED AND ADOPTED this 26th day of August 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

HELIX Environmental Planning

Willow Hill Dam Valve Replacement Project

Final

Initial Study/Mitigated Negative Declaration

August 2025 | 02576.00079.001

Prepared by:

City of Folsom
Environmental and Water Resources Department
50 Natoma Street
Folsom, CA 95630

With technical support from:

HELIX Environmental Planning, Inc.
1180 Iron Point Road, Suite 130
Folsom, CA 95630

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ACRONYMS AND ABBREVIATIONS

µg/m^3	micrograms per cubic meter
AB	Assembly Bill
amsl	above mean sea level
APE	Area of Potential Effects
APN	Assessor's Parcel Number
BCECP	Basic Construction Emissions Control Practices
bcf/yr	billion cubic feet per year
BMPs	Best Management Practices
BRA	Biological Resources Assessment
CAAQS	California ambient air quality standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Fire and Forestry
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CCAA	California Clean Air Act
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	methane
CIPP	cured-in-place pipe
City	City of Folsom
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CRPR	California Rare Plant Rank
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CRA	Cultural Resources Assessment
CRHR	California Register of Historical Resources
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
CY	cubic yards

ACRONYMS AND ABBREVIATIONS (cont.)

dB	decibels
dBA	A-weighted decibels
DBH	Diameter at Breast Height
DOC	California Department of Conservation
DPM	diesel particulate matter
DSH	diameter at standard height
DSOD	Division of Safety of Dams
DTSC	California Department of Toxic Substance Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FFD	Folsom Fire Department
FPASP	Folsom Plan Area Specific Plan
FPD	Folsom Police Department
General Plan	2035 City of Folsom General Plan
GHG	greenhouse gas
GPS	Global Positioning System
GWh	gigawatt hours
GWP	global warming potential
HCP	Habitat Conservation Plan
HCP/NCCP	Habitat Conservation Plan/Natural Community Conservation Plan
HELIX	HELIX Environmental Planning, Inc.
HFC	hydrofluorocarbons
HUC	Hydrologic Unit Code
HVAC	heating, ventilation, and air conditioning
Hz	hertz
in/sec	inches per second
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration
lbs/day	pounds per day
LCI	Governor's Office of Land Use and Climate Innovation
L_{DN}	Day Night sound level
L_{EQ}	one-hour average noise level
LSAA	Lake and Streambed Alteration Agreement
L_V	vibration velocity level

ACRONYMS AND ABBREVIATIONS (cont.)

MBTA	Migratory Bird Treaty Act
MLRA	Major Land Resource Area
MMRP	Mitigation Monitoring and Reporting Program
mph	miles per hour
MRZ	mineral resource zones
MT	metric tons
MT/year	metric tons per year
MTP/SCS	2020 Metropolitan Transportation Plan/Sustainable Communities Strategy
N_2O	nitrous oxide
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NCIC	North Central Information Center
NEPA	National Environmental Policy Act
NO_x	nitrogen oxides
NO_2	nitrogen dioxide
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSLU	noise-sensitive land uses
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OHWM	ordinary high water mark
OSC	Open Space and Conservation District
OSHA	Occupational Safety and Health Administration
P	Parks
PFC	perfluorocarbons
$PM_{2.5}$	fine particulate matter with a diameter of 2.5 microns or less
PM_{10}	coarse particulate matter with a diameter of 10 microns or less
ppm	parts per million
PPV	peak particle velocity
PQP	Public Quasi-Public
PRC	Public Resources Code
proposed project	Willow Hill Dam Valve Replacement Project
Procedures	State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State
RCC	Regional Commercial Center
ROG	Reactive Organic Gasses
RWQCB	Regional Water Quality Control Board

ACRONYMS AND ABBREVIATIONS (cont.)

SAA	Streambed Alteration Agreement
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMUSD	Sacramento Municipal Utility Service District
SO_2	sulfur dioxide
S_{PL}	sound pressure level
SSC	Species of Special Concern
SUV	sport utility vehicle
SVAB	Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCR	Tribal Cultural Resources
UAIC	United Auburn Indian Community
U.S.	United States
U.S. 50	U.S. Highway 50
USACE	U.S. Army Corps of Engineers
USBR	U.S. Bureau of Reclamation
USC	United States Code
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
VMT	vehicle miles traveled
VOC	volatile oranic compound
WQC	water quality control

1.0 INITIAL STUDY INFORMATION SHEET

1.	Project title:	Willow Hill Dam Valve Replacement Project
2.	Lead agency name and address:	City of Folsom Community Development Department 50 Natoma Street Folsom, CA 95630
3.	Contact person and phone number:	Kelsie Gugino, PE (916) 461-6166
4.	Project location:	321 Barnhill Drive, Folsom, CA 95630
5.	General plan designation:	Parks (P), Public and Quasi-Public Facility (PQP), and Regional Commercial Center (RCC)
6.	Zoning:	Open Space and Conservation District (OSC), General Commercial, Planned Development District (C-3 PD), and General Apartment, Planned Development District (R-4 PD)

7. Description of project:

The Willow Hill Dam Valve Replacement Project (proposed project) would replace, rehabilitate, and improve the existing dam infrastructure at the Willow Hill Reservoir in the City of Folsom. The proposed project would replace the upstream slide gate valve structure and downstream isolation valve; install a fenced raised landing and gate operator infrastructure at the top of the dam; and place rip rap and armoring on the dam face.

8. Surrounding land uses and setting:

The approximately 18.3-acre project site is located within the Willow Hill Reservoir Community Park and consists of the Willow Hill Reservoir, areas of open space, a construction staging area, and four potential construction access routes. Surrounding land uses include Folsom High School campus, a parking lot, residential development, and Iron Point Road to the north; residential development and Barnhill Drive to the east; residential development, open space, stands of oak trees, and U.S. Highway 50 to the south; and the Prairie City Stadium of Folsom High School and Prairie City Road to the west.

9. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement:

- U.S. Army Corps of Engineers (USACE)
- Central Valley Regional Water Quality Control Board (CVRWQCB)
- California Department of Fish and Wildlife (CDFW)
- Native American Heritage Commission (NAHC)
- Office of Historic Preservation (OHP)

- Department of Water Resources (DWR), Division of Safety of Dams (DSOD)

10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

On February 3, 2025, formal invitations to participate in Assembly Bill (AB) 52 consultation were sent by the City to the three California Native American tribes named on the City's AB 52 contact list. The letters provided each tribe with the location and a brief description of the proposed project, contact information for the City's authorized representative, and a notification that the tribe has 30 days to request consultation. A subsequent project notification letter, dated February 25, 2025, was sent to Wilton Rancheria to reflect a correction in the Tribe's address. The tribes included:

- Wilton Rancheria (initial letter dated February 3, 2025, and subsequent letter dated February 25, 2025, to reflect corrected address)
- Ione Band of Miwok Indians (letter dated February 3, 2025)
- United Auburn Indian Community (UAIC) of the Auburn Rancheria (letter dated February 3, 2025)

The 30-day consultation window for the Ione Band of Miwok Indians and the UAIC of the Auburn Rancheria opened on February 3, 2025, and neither tribe requested formal consultation. Following receipt of the corrected letter, dated February 25, 2025, Ms. Vanesa Kremer of the Wilton Rancheria responded to the City on March 6, 2025, and requested to open consultation due to the project's location within the Tribe's ancestral and culturally affiliated territory.

On March 14, 2025, Wilton Rancheria sent a subsequent email to the City and stated that, although the project site is within the Tribe's ancestral territory, the Tribe did not have further comments. On March 18, 2025, the City corresponded with Wilton Rancheria regarding continued consultation, and on March 19, 2025, the Tribe stated that formal consultation was no longer requested. As such, consultation with Wilton Rancheria concluded on March 19, 2025.

2.0 INTRODUCTION

HELIX Environmental Planning, Inc. (HELIX) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) in coordination with the City of Folsom (City) per the requirements of the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code [PRC] Section 21000, et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.).

This IS/MND addresses the proposed Willow Hill Dam Valve Replacement Project (proposed project) and whether it may cause significant effects on the environment. This IS/MND focuses on any effects on the environment which are specific to the proposed project and were not analyzed as potentially significant effects in the Environmental Impact Report (EIR) prepared for the 2035 City of Folsom General Plan (General Plan), as amended (City 2018; City 2024). In particular, consistent with PRC §21083.3, this Initial Study focuses on any effects on the environment which are specific to the proposed project, or to the parcels on which the project would be located, which were not analyzed as potentially significant effects in the General Plan EIR, or for which substantial new information shows that identified effects would be more significant than described in the previous EIRs. For additional information regarding the relationship between the proposed project and the previous EIRs, see Section 6.0, *Previous Relevant Environmental Analysis*, of this IS/MND.

The IS/MND is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [§15152(b)(2)] of the CEQA Guidelines. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures. This IS/MND relies on CEQA Guidelines §15064 and 15064.4 in its determination of the significance of environmental effects. According to Section 15064, the finding as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an EIR.

3.0 PROJECT BACKGROUND

3.1 Purpose

The proposed project involves the Willow Hill Reservoir located within the Willow Hill Reservoir Community Park. The City of Folsom, in consultation with the Department of Water Resources, Division of Safety of Dams (DSOD), has determined that the upstream and downstream valve at the Willow Hill Reservoir dam have reached the end of their serviceable life and warrant rehabilitation and replacement. The purpose of this proposed project is to replace, rehabilitate, and improve the dam infrastructure to extend the serviceable life of the dam.

3.2 Supporting Documents

The following project specific technical analyses were used in preparation of this IS/MND and are incorporated by reference, as well as listed in Chapter 12.0, References:

- Air Quality and Greenhouse Gas Emissions Analysis, prepared by HELIX (April 2025)
- Biological Resources Assessment, prepared by HELIX (January 2025)
- Cultural Resources Assessment, prepared by HELIX (April 2025)

The project specific technical analyses listed above can be found on the City of Folsom Environmental and Water Resource's website under Engineering and Administration, CIP Projects, at this link: https://www.folsom.ca.us/government/environmental-water-resources/engineering-administration/cip-projects.

The project specific technical analyses are also available for review during normal business hours at the following location:

City of Folsom
Environmental and Water Resources Department
50 Natoma Street
Folsom, CA 95630

4.0 PROJECT DESCRIPTION

4.1 Project Location

The project site is located within the Willow Hill Reservoir Community Park, located at 321 Barnhill Drive in the City of Folsom, Sacramento County, California. The project site is conservatively estimated to contain 18.3 acres and is located on portions of three parcels situated in south/central City of Folsom. Parcel 1 (Assessor's Parcel Number [APN]: 072-2780-080), which comprises the Willow Hill Reservoir, is an estimated 18.87-acre parcel located south of Iron Point Road and west of Barnhill Drive. Parcel 2 (APN: 072-0010-112) comprises the southern portion of the Folsom High School campus and consists of 17.4 acres located northeast of Prairie City Road, adjacent to the south and west of Parcel 1, and west of Parcel 3. Lastly, Parcel 3 (APN: 072-2780-074), which comprises the southern portion of the Willow Hill Reservoir Community Park, is an estimated seven-acre parcel located north of U.S. Highway 50 (U.S. 50) and northwest of Blossom Rock Lane. The total acreage of the three parcels is approximately 43.27 acres. Figure 1 provides a regional map of the project site, and Figure 2 provides an aerial view of the project site. (Note: all figures are included in Appendix A to this IS/MND).

The project site is located in the Rancho Rio de los Americanos land grant and is depicted on the U.S. Geological Survey (USGS) *Folsom*, *California* 7.5-minute quadrangle map. The project site consists of the Willow Hill Reservoir, areas of open space, a potential construction staging area, and four potential construction access routes. Although the project site is conservatively estimated to contain 18.3 acres, project construction would primarily occur within the vicinity of the dam located at the southern edge of the reservoir.

4.2 Project Setting and Surrounding Land Uses

The elevation of the site ranges from approximately 297 feet above mean sea level (amsl) at the lowest point to approximately 330 feet amsl at the top of the dam. The perimeter of the reservoir remains fairly level. The Willow Hill Reservoir is fed by an inlet valve that receives raw water from Folsom Lake. A rip rap-lined spillway is located immediately east of the existing dam, which drains to the Rebel Hill Ditch. The Rebel Hill Ditch flows southwest just outside the southern boundary of the project site and terminates at Prairie City Road.

The project site is set within a primarily residential area of the City. Surrounding land uses include the Folsom High School campus, a parking lot, residential development, and Iron Point Road to the north;

residential development and Barnhill Drive to the east; residential development, open space, stands of oak trees, and U.S. 50 to the south; and the Prairie City Stadium of Folsom High School and Prairie City Road to the west.

4.3 Project Components

The proposed project would replace, rehabilitate, and improve the existing dam infrastructure at the Willow Hill Reservoir. The project would replace the upstream slide gate valve structure and the downstream isolation valve, install a fenced raised landing and gate operator infrastructure at the top of the dam, and place rip rap and armoring on the upstream face of the dam. No construction is proposed on the outfall pipe located south of the dam. The project components are discussed in further detail in the following sections.

Preconstruction Activities

Prior to construction, the northern inlet to the reservoir would be temporarily shut off to lower the water elevation of the reservoir via evaporation. The reservoir would be lowered to the maximum extent feasible to facilitate construction of the upstream slide gate valve. Temporary security chain link fencing would be installed around the perimeter of the proposed staging area to prevent unauthorized access during construction. Additionally, the pedestrian pathway along the top of the dam would be temporarily fenced off during construction.

An approximately 130-foot-long temporary coffer dam would be installed along the southern portion of the reservoir, approximately 30 feet north of the upstream slide gate valve, to allow for "construction in the dry." See Figure 3 for the proposed coffer dam alignment. Prior to installation of the temporary coffer dam, the area where the coffer dam would be installed would be cleared of any debris, such as silt or vegetation. The exact areas requiring silt or vegetation removal would be quantified once the water elevation of reservoir is lowered. Then, a crane would install modular steel frames into the reservoir bed, followed by installation of an impervious PVC fabric liner onto the frames to erect the temporary coffer dam. Once installed, it is anticipated that the water elevation would stand at a maximum of 10 feet against the temporary coffer dam. Finally, the construction area between the coffer dam and the face of the reservoir dam would be dewatered using pumps.

Following installation of the coffer dam and dewatering of the construction area, an excavator would be used to remove any debris and/or compacted soil on and around the existing upstream slide gate valve to allow for access to the gate valve structure. The exact areas requiring clean-up and soil removal would be quantified following dewatering of the construction area.

Upstream Slide Gate Valve

Demolition of the upstream slide gate valve would involve removal of the existing slide gate valve structure, concrete base, and exposed steel dock supports. See Figures 4 and 5 for the demolition and vegetation removal details. The concrete headwall and other concrete components of the valve system would remain in place. Any remaining exposed bolts would be cut flush with the concrete face and coated with epoxy.

Construction of the new upstream slide gate valve structure would involve installation of a crushed rock aggregate base, a new gate valve frame, an 18-inch steel inlet pipe, and an 18-inch slide gate valve. Crushed rock aggregate would be installed at the base of the existing concrete headwall to provide a

foundation for the new slide gate valve structure, which would be grouted in place. A new 18-inch steel inlet pipe would be installed within the new gate valve frame to connect to the existing 18-inch outlet pipe. An 18-inch slide gate valve would then be installed over the new inlet pipe. Finally, a removable rack would be installed over the slide gate valve structure to protect and maintain the integrity of the slide gate structure. See Figure 6 for the proposed site plans.

Downstream Isolation Valve and Outlet Pipe

The downstream isolation valve, located approximately 75 feet downstream of the face of the dam, is difficult to operate and warrants replacement. The purpose of the isolation valve is to control the water flow between the upstream slide gate valve and the outfall pipe. During construction of this project component and prior to commencement of the upstream slide gate valve replacement, the contractor would assess the condition of the existing underground segment of the 18-inch outlet pipe between the upstream inlet valve and downstream isolation valve. During construction, if it is determined that this segment of the outlet pipe warrants replacement, then a cured-in-place pipe (CIPP) would be installed within the existing outlet pipe. The CIPP method is a trenchless technique that would involve inserting a resin-saturated felt tube into the existing outlet pipe. The tube is then expanded and cured using heat and/or steam to form a seamless and jointless pipe within the existing outlet pipe.

Raised Landing and Valve Operator Infrastructure

A 28-square-foot raised concrete landing would be installed at the top of the dam to provide access to the proposed slide gate valve operator infrastructure. The exact location and elevation of the proposed landing would be finalized based on the topography of the dam following completion of the project components discussed above. The raised landing would be installed adjacent to the existing pedestrian trail at the top of the dam and would be enclosed in six-foot-high chain link fence to prevent unauthorized access into the operator area.

The new gate operator infrastructure would be installed within the enclosed landing. An approximately 58-foot-long, two-foot-wide reinforced concrete grade beam would be constructed on the dam face between the raised landing and the upstream valve infrastructure. Existing soil and sediment along the dam face in the vicinity of the proposed grade beam would be removed prior to laying concrete. Soil and sediment removal would be limited to the maximum extent feasible to preserve the face of the dam. The purpose of the grade beam is to provide structural support for the new valve stem guide and vent pipe and provide access to the upstream slide gate valve for maintenance and operation activities.

A valve operating stem guide would be installed along the length of the new grade beam and would connect the upstream slide gate valve to the gate operator in the enclosed landing. Additionally, a three-quarter-inch vent pipe would be installed directly to the new grade beam, which would allow the water column to separate upon closure of the slide gate valve.

Rip Rap and Armoring

Due to the age of the dam, erosion of the upstream dam face has occurred and warrants improvement to increase the integrity and serviceable life of the dam. Low points in the dam face would be infilled with lean concrete and the dam face would be armored with rip rap and/or weathered bedrock. Additional rip rap and/or weathered bedrock would be installed adjacent to the new grade beam. The extent and exact location of the proposed infill and armoring would be determined based on the condition of the dam face following installation of the proposed infrastructure improvements.

4.4 Construction and Staging

Construction of the proposed project would be completed in a single phase. Construction activities would take place during daytime hours between 7 a.m. and 6 p.m. on weekdays and between 8 a.m. and 5 p.m. on Saturdays, in accordance with Section 8.42.060 of the Folsom Municipal Code. No construction would be permitted to take place on Sundays or holidays (City 2025). Construction would last a total of approximately six months, including approximately three months to lower the elevation of the reservoir and approximately three months for project construction.

Construction is anticipated to require minimal construction vehicles including a crane, an excavator, a concrete truck, a dump truck, and a flatbed truck. Other construction equipment would include a welder, a compressor, and other hand tools. If it is determined that a CIPP would need to be installed within the existing 18-inch outlet pipe, then an additional water supply truck and water heater would be required for this project component. During construction of the proposed project, it is anticipated that up to six construction workers would be on site.

Construction staging is proposed approximately immediately northwest of the Willow Hill Reservoir dam between the existing trail and reservoir. Potential access routes to the construction area include existing paved, gravel, and dirt trails ranging from approximately 10 feet to 25 feet in width and are located to the east of the dam off of Barnhill Drive; to the southeast of the dam off of Blossom Rock Lane; to the southwest of the dam off of Prairie City Road; and along the western perimeter of the reservoir off of a Folsom High School parking lot. Improvements to the proposed construction access routes are not anticipated. However, if the access routes are determined to be of insufficient width to accommodate the anticipated construction equipment, minor improvements such as vegetation removal or grading/widening of the existing trails could occur.

4.5 Operation and Maintenance

Once construction of the proposed dam infrastructure improvements is completed, the City would conduct standard operations and maintenance activities. Operation of the dam would be periodic in nature and would typically involve two City staff at a given time. Standard operation activities would involve City staff accessing the slide gate valve operator infrastructure and exercising the upstream slide gate valve and downstream isolation valve approximately twice per year. Occasional maintenance activities would involve periodic testing of the valve as well as general maintenance to the valve operator infrastructure as needed. It is anticipated that access to the dam during operation and maintenance would be via the existing trails.

4.6 General Plan Land Use Designation and Zoning

The City of Folsom 2035 General Plan, as amended, is a long-term planning document that guides growth and land development in the City. It provides the foundation for establishing community goals and supporting policies, and directs appropriate land uses for all land parcels within the City. Under the General Plan, Parcel 1 is designated Parks (P), Parcel 2 is designated Public and Quasi-Public Facility (PQP), and Parcel 3 is designated Regional Commercial Center (RCC).

Developed land uses in the City of Folsom are regulated specifically by the City's Zoning Code (Title 17 of the Folsom Municipal Code), in addition to the other adopted regulations and programs that apply to all proposed development within the City. In more detail than the General Plan, the Zoning Code regulates

land uses on a parcel-by-parcel basis throughout the City. To achieve this regulation, the City assigns each parcel within the City to a zoning district, such as a district for single-family homes. Regulations for each district apply equally to all properties within the district. Parcel 1 is zoned Open Space and Conservation District (OSC); Parcel 2 is zoned General Commercial, Planned Development District (C-3 PD); and Parcel 3 is zoned General Apartment, Planned Development District (R-4 PD).

4.7 City of Folsom Municipal Code

The City regulates many aspects of construction and development through requirements and ordinances established in the Folsom Municipal Code, including but not limited to the codes summarized in Table 1. These requirements and ordinances of the Folsom Municipal Code are hereby incorporated by reference into the proposed project description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Office of the City Clerk, 50 Natoma Street, Folsom, California 95630.

TABLE 1: CITY OF FOLSOM MUNICIPAL CODE REGULATING CONSTRUCTION

CODE SECTION	CODE NAME	EFFECT OF CODE
8.42	Noise Control	Establishes interior and exterior noise standards that may not be exceeded within structures, including residences; establishes time periods for construction operations.
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
9.34	Hazardous Materials Disclosure	Defines hazardous materials; requires filing of a Hazardous Material Disclosure Form by businesses that manufacture, use, or store such materials.
9.35	Underground Storage of Hazardous Substances	Establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances and establishes a procedure for issuance of permits for the use of these facilities.
12.16	Tree Preservation	Regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; establishes mitigation requirements for cut or damaged trees.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

Source: City 2025

5.0 REQUIRED PERMITS AND APPROVALS

A list and brief description of the approvals and/or regulatory permits required to implement the proposed project is provided below. This environmental document is intended to address the environmental impacts associated with all the following decision actions and approvals:

5.1 City of Folsom

- **Adoption of the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program:** The City of Folsom Planning Commission will act as the lead agency as defined by CEQA and will have authority to determine if this IS/MND is adequate under CEQA.

- **Project Approval:** The City of Folsom City Council will consider approval of the proposed project.

5.2 Other Agencies

- **California Department of Fish and Wildlife (CDFW):** Obtain a Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement from the CDFW (Region 2, North Central Region).

- **Central Valley Regional Water Quality Control Board (CVRWQCB):** Obtain a Clean Water Act (CWA) Section 401 Water Quality Certification from the CVRWQCB (Region 5).

- **California Department of Water Resources (DWR), Division of Safety of Dams (DSOD):** A condition of DSOD's approval of the proposed project requires CEQA compliance.

- **U.S. Army Corps of Engineers (USACE):** Obtain authorization under a CWA Section 404 Nationwide Permit from the USACE to discharge dredged or fill material.

6.0 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

6.1 City of Folsom General Plan

The City of Folsom 2035 General Plan (General Plan), as amended, provides a framework for the long-range development of Folsom (City 2024). The Program EIR for the General Plan provides relevant policy guidance for this environmental analysis (City 2018). The EIR evaluated the environmental impacts that could result from implementation of the City of Folsom 2035 General Plan. The Program EIR is intended to provide information to the public and to decision makers regarding the potential effects of adoption and implementation of the General Plan.

6.2 Tiering

"Tiering" refers to the relationship between a program-level EIR (where long-range programmatic cumulative impacts are the focus of the environmental analysis) and subsequent environmental analyses such as the subject document, which focus primarily on issues unique to a smaller project within the larger program or plan. Through tiering, a subsequent environmental analysis can incorporate, by reference, discussion that summarizes general environmental data found in the program EIR that establishes cumulative impacts and mitigation measures, the planning context, and/or the

regulatory background. These broad-based issues need not be reevaluated subsequently, having been previously identified and evaluated at the program stage.

Tiering focuses the environmental review on the project-specific significant effects that were not examined in the prior environmental review, or that are susceptible to substantial reduction or avoidance by specific revisions in the project, by the imposition of conditions or by other means. Section 21093(b) of the Public Resources Code requires the tiering of environmental review whenever feasible, as determined by the Lead Agency.

In the case of the proposed project, this Initial Study tiers from the EIR for the City of Folsom General Plan, adopted in 2018. The Folsom General Plan, as amended, is a project that is related to the proposed project and, pursuant to §15152(a) of the CEQA Guidelines, tiering of environmental documents is appropriate. CEQA Guidelines §15152(e) specifically provides that:

"[w]hen tiering is used, the later EIRs or Negative Declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later [environmental document] should state that the Lead Agency is using the tiering concept and that the [environmental document] is being tiered with the earlier EIR."

The above-mentioned EIRs can be reviewed at the following location:

City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630

6.3 Incorporation of the Folsom General Plan by Reference

Due to various references to the Folsom General Plan EIR in this proposed project, and to its importance relative to understanding the environmental analysis that has occurred to date with respect to development in the Folsom area, the Folsom General Plan EIR is hereby incorporated by reference pursuant to CEQA Guidelines Section 15150.

7.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that may require mitigation to reduce the impact from "Potential Impact" to "Less than Significant" as indicated by the checklist on the following pages.

An Initial Study is conducted by a Lead Agency to determine if a project may have a potentially significant effect on the environment (CEQA Guidelines Section 15063). An EIR must be prepared if an Initial Study indicates that further analysis is needed to determine whether a significant impact will occur or if there is substantial evidence in the record that a project may have a significant effect on the environment (CEQA Guidelines Section 15064[f]).

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

8.0 DETERMINATION

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an environmental impact report is required.
☐	I find that the proposed project MAY have a "potential impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect I) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

6/3/2025
Date

Marcus Yasutake
Printed Name

Environmental & Water Resources Director
Title

9.0 ENVIRONMENTAL INITIAL STUDY CHECKLIST

Responses to the following questions and related discussion indicate if the proposed project will have or will potentially have a significant adverse impact on the environment, either individually or cumulatively with other projects. All phases of project planning, implementation, and operation are considered. Mandatory Findings of Significance are addressed in Section 9.XXI.

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

B. "Less Than Significant With Mitigation" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

C. "Less Than Significant Impact" applies where the project creates no significant impacts, only less than significant impacts.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

I. AESTHETICS

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:					
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Setting

The project site is located within the Willow Hill Reservoir Community Park in the City of Folsom. Built structures on Willow Hill Reservoir Community Park includes play equipment, a restroom building, a floating fishing dock, picnic tables, benches. The park contains existing paved, gravel, and dirt pathways and various trees and vegetation that contribute to the overall visual aesthetic of the park. The project site is surrounded by the Folsom High School campus, a parking lot, residential development, and Iron Point Road to the north; residential development and Barnhill Drive to the east; residential development, open space, stands of oak trees, and U.S. 50 to the south; and the Prairie City Stadium of Folsom High School and Prairie City Road to the east. The elevation of the site ranges from approximately 310 feet amsl at the intersection of the proposed southwestern access route and Prairie City Road, to approximately 340 feet amsl at the top of the dam. The perimeter of the reservoir ranges from approximately 325 to 340 feet amsl.

Chapter 17.59.040(H)(1) of the Folsom Municipal Code regulates signs within scenic corridors (City 2025). This chapter also designates Prairie City Road from Blue Ravine Road south to U.S. 50 as a scenic corridor; this segment of Prairie City Road is located approximately 600 feet west of the dam. Additionally, Sacramento County's 2030 General Plan designates U.S. 50 as scenic corridor, located approximately 0.25 mile south of the dam (City 2018). There are no designated State scenic highways within the City of Folsom or in the vicinity of the proposed project; the nearest officially designated State scenic highway is the segment of U.S. 50 from the City of Placerville to Echo Summit, beginning approximately 20 miles east of the project site (Caltrans 2025).

Impact Analysis

a) Have a substantial adverse effect on a scenic vista?

No Impact. The proposed project would not have a substantial adverse effect on a scenic vista. A scenic vista is defined as a viewpoint that provides an expansive view of a highly valued landscape for the benefit of the public. Neither the project site nor the surrounding areas are designated scenic vistas due to the existing development and suburban environment typical of the area. Further, neither the project site, nor views to or from the project site, have been designated as an important scenic resource by the City of Folsom or any other public agency (City 2018). Therefore, the proposed project would not interfere with or degrade a scenic vista. No impact would occur, and no mitigation would be necessary.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Less than Significant Impact. Implementation of the proposed project would not adversely affect scenic resources within a designated scenic highway. The proposed project would replace the upstream slide gate valve structure; demolish the existing isolation valve and replace the exposed outlet pipe and downstream valve stem; install a raised landing and gate operator infrastructure at the top of the dam; and place rip rap and armoring on the upstream face of the dam. There are no designated State scenic highways within the City of Folsom or in the vicinity of the proposed project. However, the Folsom Municipal Code designates Prairie City Road from Blue Ravine Road south to U.S. 50 as a scenic corridor, located approximately 600 feet west of the dam, and Sacramento County's 2030 General Plan designates U.S. 50 as scenic corridor, located approximately 0.25 mile south of the dam (City 2018). Views of the project site would be obscured from these locally designated scenic corridors by the surrounding land uses and the existing trees, vegetation, and natural topography of the project site. Therefore, the impact would be less than significant, and no mitigation would be necessary.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The existing visual character of the area surrounding the project site is primarily defined by recreational facilities of the Willow Hill Reservoir Community Park, residential development, and the Folsom High School campus and Prairie City Stadium. The project site is located within the Willow Hill Reservoir Community Park and includes areas of open space, existing pedestrian pathways, park amenities and playground equipment, and the Willow Hill Reservoir. As discussed above in question b), views of the project site would be largely obscured by the existing trees, vegetation, and natural topography of the project site.

Construction of the proposed project would temporarily introduce construction equipment and security fencing in the area, which would be removed following completion of the project. Project construction would not substantially degrade the existing visual character or quality of public views of the site and its surrounding. Following construction, visible components of the proposed infrastructure improvements would include the fenced landing and valve operator infrastructure located at the top of the dam, and the proposed rip rap and armoring of the dam face. The valve operator system would be located on a 28-square-foot concrete landing and would be fenced with a six-foot-tall chain link fence. However, due

to the location and urban setting of the project site, implementation of the proposed project would not substantially alter the existing visual character of the site and surrounding areas within the Willow Hill Reservoir. Therefore, the impact would be less than significant, and no mitigation would be necessary.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less than Significant Impact. Existing sources of light in the area include streetlamps along Barnhill Drive and Prairie City Road, floodlights from the Prairie City Stadium, and sources of light associated with the surrounding residential developments. In accordance with the City of Folsom's Noise Ordinance, construction of the proposed project would take place during daytime hours between 7 a.m. and 6 p.m. on weekdays and between 8 a.m. and 5 p.m. on Saturdays. Since construction would primarily occur during daylight hours, no light sources are anticipated to be used during project construction. Additionally, no light sources would be required for project operation; therefore, no permanent new sources of light would be introduced by the proposed project. Therefore, the impact would be less than significant, and no mitigation would be necessary.

II. AGRICULTURE AND FORESTRY RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non- forest use?	☐	☐	☐	☒

Environmental Setting

No agricultural activities or timber management occur on the project site or in adjacent areas and the site is not designated for agricultural or timberland uses. The California Important Farmlands Map prepared for Sacramento County by the California Department of Conservation (DOC) classifies the western edge of the project site as Urban and Built-Up Land; the reservoir and northern portion of the project site as Other Land; and the southern portion of project site as Grazing Land (DOC 2024a).

According to the DOC, Urban and Built-Up Land is classified as land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Other Land is classified as land not included in any other mapping category; common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Lastly, grazing Land is classified as land on which vegetation is suited to the grazing of livestock (DOC 2024a).

Impact Analysis

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland), pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation (DOC 2024a). The project site is not zoned for agricultural use or enacted into a Williamson Act contract. No impact would occur, and no mitigation would be necessary for questions a) and b).

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No portion of the City or the project site are zoned for forest land, timberland, or zoned Timberland Production. Therefore, no impact would occur, and no mitigation would be necessary for questions c) and d).

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed under questions a) through d) above, the project site does not contain agricultural or forest land uses and would therefore not convert Farmland or to non-agricultural use or forest land to non-forest use. The southern portion of the project site has been identified as Grazing Land and is surrounded by Urban and Built-Up Land to the east, south, and west. This area is considered to be highly disturbed with marginal grazing opportunities due to its proximity to a main road and surrounding urban development. No important agricultural resources or activities exist on the project site. Therefore, no impact would occur, and no mitigation would be necessary.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

This section is based on the Air Quality and Greenhouse Gas Emissions Analysis prepared by HELIX in April 2025 for the proposed project (HELIX 2025a).

Environmental Setting

Climate in the Folsom area is characterized by hot, dry summers and cool, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between Oxides of Nitrogen (NO_X) and Reactive Organic Gasses (ROG), which result in Ozone (O_3) formation. High concentrations of O_3 are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer.

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents as discussed below to address requirements to bring the District into compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan (SIP), which is subsequently submitted to the U.S. Environmental Protection Agency (EPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

Criteria Pollutants

Air quality at the regional level is defined by ambient air concentrations of specific pollutants, identified Criteria pollutants, are defined and regulated by State and federal law as a risk to the health and welfare

of the public, and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources, including carbon monoxide (CO); ROG, also known as volatile organic compounds (VOC); [1] NO_X; sulfur dioxide (SO_2); coarse particulate matter (PM_{10}); fine particulate matter ($PM_{2.5}$); and lead. Of these primary pollutants, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead are criteria pollutants. ROGs and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. The principal secondary criteria pollutants are ozone and nitrogen dioxide (NO_2). In addition to being primary pollutants, PM_{10} and $PM_{2.5}$ can be secondary pollutants formed by chemical reactions in the atmosphere.

Ambient air quality is described in terms of compliance with State and national standards and the levels of air pollutant concentrations considered safe to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The USEPA has established national ambient air quality standards (NAAQS) for criteria pollutants. As permitted by the CAA, California has adopted the more stringent California ambient air quality standards (CAAQS) and expanded the number of regulated air pollutant constituents.

The California Air Resources Board (CARB) is required to designate areas of the State as attainment, nonattainment, or unclassified for any State standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "nonattainment" designation indicates that a pollutant concentration violated the standard at least once.

The project site is located in Sacramento County, which lies within the SVAB. The air quality attainment status of Sacramento County is shown in Table 2, *Sacramento County Attainment Status*. Sacramento County is designated as nonattainment for ozone and PM_{10} with respect to CAAQS and is designated as nonattainment for ozone and $PM_{2.5}$ with respect to NAAQS. Sacramento County is designated as attainment or unclassified for all other criteria pollutant NAAQS and CAAQS.

TABLE 2: SACRAMENTO COUNTY ATTAINMENT STATUS

Pollutant	State of California Attainment Status	Federal Attainment Status
Ozone (1-hour)	Nonattainment	No Federal Standard
Ozone (8-hour)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Unclassified
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide (SO_2)	Attainment	Attainment/Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard

Source: CARB 2025a

[1] CARB defines and uses the term ROGs while the U.S. Environmental Protection Agency (USEPA) defines and uses the term VOCs. The compounds included in the lists of ROGs and VOCs and the methods of calculation are slightly different. However, for the purposes of estimating criteria pollutant precursor emissions, the two terms are often used interchangeably.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. TACs can cause long-term chronic health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects such as eye-watering, respiratory irritation (a cough), runny nose, throat pain, and headaches. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For carcinogenic TACs, there is no level of exposure that is considered safe, and impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

The Health and Safety Code (Section 39655[a]) defines TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." All substances that are listed as hazardous air pollutants pursuant to subsection (b) of Section 112 of the CAA (42 United States Code Sec. 7412[b]) are designated as TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

Diesel Particulate Matter

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid materials. The solid material in diesel exhaust is referred to as diesel particulate matter (DPM). Almost all DPM is 10 microns or less in diameter, and 90 percent of DPM is 2.5 microns or less in diameter (CARB 2025b). Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM has a notable effect on California's population—it is estimated that about 70 percent of the total known cancer risk related to air toxins in California is attributable to DPM (CARB 2025b).

Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution (sensitive receptors): adults over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptor locations. Examples of these sensitive receptor locations are residences, schools, hospitals, and daycare centers.

The closest existing sensitive receptor location to the project site is Folsom High School stadium located approximately 25 feet west of the project site, and existing multi-family residences located approximately 15 feet east of the project site.

Methodology and Assumptions

Criteria pollutant and precursor emissions, and greenhouse gas (GHG) emissions for the project construction activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1. CalEEMod is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The model calculates emissions of criteria pollutants, ozone precursors, and GHGs. The calculation methodology and input data used in CalEEMod can be found in the CalEEMod User's Guide Appendices A, C, and D (CAPCOA 2022). The input data and subsequent construction emission estimates for the proposed project are discussed below.

Construction Assumptions

Construction of the proposed project is anticipated to begin in August 2026 and take approximately 90 working days to complete. Per the project engineer, in order to start construction, the water level must be low enough such that the portable dam can function. The construction activity schedule was estimated using data provided by the project engineer and is outlined in Table 3, *Project Construction Schedule*, below.

TABLE 3: PROJECT CONSTRUCTION SCHEDULE

Construction Activity	Construction Start Date	Construction End Date	Number of Working Days
Site Preparation	8/1/2026	8/24/2026	16
Demolition	8/25/2026	9/7/2026	10
Grading	9/8/2026	9/14/2026	5
Aboveground Infrastructure	9/15/2026	11/9/2026	40
Underground Utilities (e.g. trenching)	11/10/2026	12/2/2026	17

Source: HELIX 2025a.

Per the project engineer, rather than replacing a pipeline using the traditional trenching method, existing pipelines could be replaced using the CIPP method. However, construction equipment use and emissions from the CIPP method would be less intensive than the traditional trenching method. Therefore, it was conservatively assumed the traditional trenching method would be used for all project pipeline work.

Construction equipment for each construction activity was estimated based on data provided by the project engineer and the anticipated construction activities. Table 4, *Project Construction Equipment*, below, presents a summary of the assumed equipment that would be involved in each activity of construction. Off-highway trucks included in the modeling would be water trucks or dump drunks for the demolished materials.

TABLE 4: PROJECT CONSTRUCTION EQUIPMENT

Construction Activity	Equipment	Number
Site Preparation	Tractors/Loaders/Backhoes	1
	Cranes	1
	Excavators	1
	Off-Highway Trucks	1
Demolition	Tractors/Loaders/Backhoes	1
	Cranes	1
	Excavators	1
	Off-Highway Trucks	2
Grading	Tractors/Loaders/Backhoes	1
	Excavators	1
	Off-Highway Trucks	1
Aboveground Infrastructure	Tractors/Loaders/Backhoes	1
	Cranes	2
	Forklifts	2
Underground Utilities (e.g. trenching)	Excavators	1

Source: HELIX 2025a

Per the project engineer, approximately two tons of debris would be demolished and exported to a local recycling facility. Additionally, approximately four cubic yards (CY) of soil would be exported during grading. Construction emissions modeling assumes the implementation of dust mitigation (watering exposed areas twice per day). Worker, vendor, and hauling trips were estimated based on CalEEMod defaults. Aboveground infrastructure worker trips were estimated based on the construction equipment used for that construction activity. Additionally, one hauling trip per day under demolition was added for the export of demolished debris.

Operational Assumptions

Operation of the proposed project would involve the continued maintenance of the dam infrastructure and the Willow Hill Reservoir. Standard operation activities would involve City staff accessing the slide gate valve operator infrastructure and exercising the upstream slide gate valve approximately twice per year. Occasional maintenance activities would involve periodic testing of the valve as well as general maintenance to the valve operator infrastructure as needed. Staff that currently maintain the dam and Willow Hill Reservoir, typically two City staff at a given time, would perform the maintenance tasks required for the proposed project and no new employees would be required for the proposed project. Operation of the proposed project would not require backup generators. As changes in project operational emissions would be negligible compared to operational emissions from the existing dam and Willow Hill Reservoir, project operational emissions were not quantified.

Significance Criteria

According to Appendix G of the CEQA Guidelines, a project would have a significant air quality environmental impact if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan; or,

2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard; or,

3. Expose sensitive receptors to substantial pollutant concentrations; or,

4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines states that the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. SMAQMD has established significance thresholds to assess the regional and localized impacts of project-related air pollutant emissions. The significance thresholds are updated, as needed, to appropriately represent the most current technical information and attainment status in Sacramento County.

Table 5, *SMAQMD Thresholds of Significance*, presents the most current significance thresholds, including regional daily thresholds for short-term construction and long-term operational emissions; maximum incremental cancer risk and hazard indices for TACs; and maximum ambient concentrations for exposure of sensitive receptors to localized pollutants. A project with daily emission rates, risk values, or concentrations below these thresholds is generally considered to have a less than significant effect on air quality (SMAQMD 2020a).

TABLE 5: SMAQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction	Operation
Mass Daily Thresholds (pounds per day)		
ROG	None	65
NO_X	85	65
PM_{10}	80[1]	80[1]
$PM_{2.5}$	82[1]	82[1]
Toxic Air Contaminants		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Ambient Air Quality for Criteria Pollutants		
NO_2	1-hour average ≥ 0.18 ppm Annual average ≥ 0.03 ppm	
CO	1-hour average ≥ 20.0 ppm (State) 8-hour average ≥ 9.0 ppm (State/federal)	
SO_2	1-hour average ≥ 0.075 ppm 24-hour average ≥ 0.04 ppm	
Lead	1.5 µg/m³ 30-day average	

Source: SMAQMD 2020a

[1] PM thresholds are zero (0) unless all feasible Best Available Control Practices/Best Management Practices are applied.

lbs/day = pounds per day; VOC = volatile organic compound; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = respirable particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 microns or less; SO_X = sulfur oxides; TACs = toxic air contaminants; GHG = greenhouse gas emissions; MT/yr = metric tons per year; CO_2e = carbon dioxide equivalent; NO_2 = nitrogen dioxide; ppm = parts per million; µg/m³ = micrograms per cubic meter

Impact Analysis

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. In accordance with SMAQMD's CEQA Guide, construction-generated NO_X, PM_{10}, and $PM_{2.5}$, and operation-generated ROG and NO_X (all ozone precursors) are used to determine consistency with the Regional Ozone Plan. The CEQA Guide states (SMAQMD 2020b):

> *By exceeding the District's mass emission thresholds for operational emissions of ROG, NO_X, PM_{10}, or $PM_{2.5}$, the project would be considered to conflict with or obstruct implementation of the District's air quality planning efforts.*

As shown in the discussion for question b) below, the project's construction-generated emissions of NO_X, PM_{10}, and $PM_{2.5}$ would not exceed SMAQMD thresholds. The project would not conflict with or obstruct implementation of the applicable air quality plan, and the impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Less than Significant Impact. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in the nonattainment of ambient air quality standards. Instead, the potential for a project's individual emissions to contribute to existing cumulatively significant adverse air quality impacts is evaluated.

Construction Emissions

CalEEMod version 2022.1 was used to quantify project construction-period emissions, as discussed in *Methodology and Assumptions*. The model output sheets are included in Attachment B of the Air Quality and Greenhouse Gas Emissions Analysis (HELIX 2025a). Construction of the proposed project is anticipated to begin in August 2026 and take approximately 90 working days to complete. The quantity, duration, and intensity of construction activity influence the amount of construction emissions and related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction activity is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of: (1) a more modern and cleaner-burning construction equipment fleet mix than assumed in CalEEMod; and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

The project's construction emissions were estimated using CalEEMod, as described above. The emissions generated from construction activities include:

- Dust (including PM_{10} and $PM_{2.5}$), primarily from fugitive sources such as soil disturbance and vehicle travel over paved and unpaved surfaces; and,

- Combustion emissions of air pollutants (including ROG, NO_X, PM_{10}, $PM_{2.5}$, CO, and sulfur oxides [SO_X]), primarily from the operation of heavy off-road equipment and haul trucks.

The project's construction period emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ are compared to the SMAQMD construction thresholds in Table 6, *Daily Construction Criteria Pollutant and Precursor Emissions*. The SMAQMD does not have a recommended threshold for construction-generated ROG. However, quantification and disclosure of ROG emissions is recommended.

TABLE 6: DAILY CONSTRUCTION CRITERIA POLLUTANT AND PRECURSOR EMISSIONS

Construction Activities	Pollutant Emissions (pounds per day)			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	0.7	5.9	0.3	0.2
Demolition	0.8	6.3	0.4	0.3
Grading	0.3	2.4	0.2	0.2
Aboveground Infrastructure	0.5	4.8	0.2	0.2
Underground Utilities	0.1	0.8	<0.1	<0.1
Maximum Daily Emissions	0.8	6.3	0.4	0.3
SMAQMD Thresholds	*None*	*85*	*80*	*82*
Exceed Thresholds?	*No*	*No*	*No*	*No*

Source: HELIX 2025a

ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; SMAQMD= Sacramento Metropolitan Air Quality Management District

As shown in Table 6, project construction emissions of criteria pollutants and precursors would not exceed the SMAQMD construction thresholds. Regardless of emission levels, SMAQMD considers construction period PM_{10} and $PM_{2.5}$ emissions to be significant unless a set of Basic Construction Emissions Control Practices (BCECP) is implemented, considered by the SMAQMD to be feasible for controlling fugitive dust from a construction site (SMAQMD 2019). Implementation of the BCECPs allows the use of the non-zero particulate matter significance thresholds. The modeling accounts for emissions reductions resulting from watering exposed surfaces twice daily. The project would be conditioned to implement all of the SMAQMD BCECPs to control fugitive dust (SMAQMD 2019):

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time by either shutting equipment off when not in use or reducing time of idling to five minutes. Provide clear signage that posts this requirement for workers at the entrances to the site; and,

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

With implementation of SMAQMD BCECPs, project short-term construction emissions of criteria pollutants and precursors would not exceed the SMAQMD's maximum daily emissions thresholds.

Operational Emissions

Operation of the proposed project would involve the continued maintenance of the dam infrastructure and the Willow Hill Reservoir. Staff that currently maintain the dam and Willow Hill Reservoir, typically two City staff at a given time, would perform the maintenance tasks required for the proposed project and no new employees would be required for the proposed project. As changes in project operational emissions would be negligible compared to operational emissions from the existing dam and Willow Hill Reservoir.

Impact Summary

The project would implement all of the SMAQMD BCECPs to control fugitive dust and the project's maximum daily construction emissions would not exceed the SMAQMD's thresholds. Additionally, operation of the proposed project would involve the continued maintenance of the dam infrastructure and the Willow Hill Reservoir. As changes in project operational emissions would be negligible compared to operational emissions from the existing dam and Willow Hill Reservoir. Therefore, construction and operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment. The impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. CARB and OEHHA have identified the following groups of individuals as the most likely to be affected by air pollution (sensitive receptors): adults over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptor locations. Examples of these sensitive receptor locations are residences, schools, hospitals, and daycare centers.

The closest existing sensitive receptor locations to the project site are multi-family residences located approximately 15 feet to the east. The Folsom High School stadium is located approximately 25 feet west of the project site; however, the closest Folsom High School classroom from the project site would be approximately 215 feet west of the project site.

TAC Emissions

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with

predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime (OEHHA 2015).

Implementation of the project would result in the use of heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles. These vehicles and equipment could generate the TAC DPM. Generation of DPM from construction projects typically occurs in a localized area (e.g., at the project site) for a short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby receptors are exposed to would also vary throughout the construction period. During some equipment-intensive phases, such as grading, construction-related emissions would be higher than other less equipment-intensive phases such as building construction. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at approximately 500 feet (CARB 2005).

Considering this information, the short duration (approximately 90 workdays) of construction activity, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the project site, construction of the project would not expose off-site sensitive receptors to substantial DPM concentrations. Once operational, the project would result in negligible TAC emissions, including emissions of DPM.

Localized Criteria Pollutants

As discussed in question (1), above, the project would implement the SMAQMD's BCECPs to control fugitive dust during construction. Localized concentration of CO from exhaust emissions, or "CO hotspots," would only be a concern on high-volume roadways where vertical and/or horizontal mixing is substantially limited, such as tunnels or below grade highways. There are no high-volume roadways in the region with limited mixing that would be affected by project construction traffic. Once operational, the project would result in negligible operational emissions of criteria pollutant and precursors

Impact Summary

Construction and operation of the project would not expose sensitive receptors to substantial concentrations of TACs, including DPM, or substantial localized concentrations of criteria pollutants, including from CO hotspots. The impact would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Odors associated with diesel exhaust would be emitted during project construction. The odor of these emissions is objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not be at a level that would affect a substantial number of people. Further, construction activities would be temporary. As a result, impacts associated with temporary odors during construction are not considered significant.

Per the SMAQMD CEQA Guide, typical land uses which could generate significant odor impacts include wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities,

petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging plants (SMAQMD 2016). The project would replace, rehabilitate, and improve the existing dam infrastructure at the Willow Hill Reservoir and would not include any of these land uses. Therefore, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and the impact would be less than significant.

IV. BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

This section is based on the Biological Resources Assessment prepared by HELIX in January 2025 for the proposed project (HELIX 2025b).

Environmental Setting

The approximately 18.3-acre project site is within the Willow Hill Reservoir Community Park and consists of the Willow Hill Reservoir, areas of open space, a potential construction staging area, and four potential construction access routes. The area surrounding the project site is largely developed and consists of the Folsom High School campus, residential development, and U.S. 50.

The project site is in the Lower American watershed (USGS Hydrologic Unit Code [HUC] 18020111). The reservoir is fed by an inlet valve that pulls raw water from Folsom Lake and is managed by the City of Folsom. A rip rap-lined spillway is present along the levee that drains to the Rebel Hill Ditch, a historic mining canal. The Rebel Hill Ditch flows southwest just outside the southern boundary of the project site

and terminates at Prairie City Road. Drainage within the project site would be expected to flow into the Willow Hill Reservoir. The site has no apparent source of natural hydrology other than direct precipitation. The terrain in the project site is varied; the lowest portion of the project site is below the dam near the replacement valve with an elevation of approximately 297 feet amsl. The top of the dam is approximately 330 feet amsl and the area remains fairly flat surrounding the reservoir.

Regulatory Setting

Federal Regulations

Federal Endangered Species Act

The U.S. Fish and Wildlife Service (USFWS) enforces the provisions stipulated within the Federal Endangered Species Act of 1973 (FESA; 16 United States Code [USC] 1531 et seq.). Species identified as federally threatened or endangered (50 Code of Federal Regulations [CFR] 17.11, and 17.12) are protected from take, defined as direct or indirect harm, unless a Section 10 permit is granted to an entity other than a federal agency or a Biological Opinion with incidental take provisions is rendered to a federal lead agency via a Section 7 consultation. Pursuant to the requirements of FESA, an agency reviewing a proposed project within its jurisdiction must determine whether any federally listed species may be present in the project site and determine whether the proposed project will jeopardize the continued existence of or result in the destruction or adverse modification of critical habitat of such species (16 USC 1536 (a)[3], [4]). Other federal agencies designate species of concern (species that have the potential to become listed), which are evaluated during environmental review under the National Environmental Policy Act (NEPA) or CEQA although they are not otherwise protected under FESA.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918 established federal responsibilities for the protection of nearly all species of birds, their eggs, and nests. The Migratory Bird Treaty Reform Act of 2004 further defined species protected under the act and excluded all non-native species. Section 16 USC 703–712 of the Act states “unless and except as permitted by regulations, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill” a migratory bird. A migratory bird is any species or family of birds that live, reproduce or migrate within or across international borders at some point during their annual life cycle. Currently, there are 836 migratory birds protected nationwide by the Migratory Bird Treaty Act, of which 58 are legal to hunt. The U.S. Court of Appeals for the 9th Circuit (with jurisdiction over California) has ruled that the MBTA does not prohibit incidental take (952 F 2d 297 – Court of Appeals, 9th Circuit 1991).

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA) (California Fish and Game Code Sections 2050 to 2097) is similar to the FESA. The California Fish and Wildlife Commission is responsible for maintaining lists of threatened and endangered species under CESA. CESA prohibits the take of listed and candidate (petitioned to be listed) species. “Take” under California law means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch capture, or kill (California Fish and Game Code, Section 86). The CDFW can authorize take of a state-listed species under Section 2081 of the California Fish and Game

Code if the take is incidental to an otherwise lawful activity, the impacts are minimized and fully mitigated, funding is ensured to implement and monitor mitigation measures, and CDFW determines that issuance would not jeopardize the continued existence of the species. A CESA permit must be obtained if a project will result in the "take" of listed species, either during construction or over the life of the project. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

California Code of Regulations Title 14 and California Fish and Game Code

The official listing of endangered and threatened animals and plants is contained in the California Code of Regulations Title 14 §670.5. A state candidate species is one that the California Fish and Game Code has formally noticed as being under review by CDFW to include in the state list pursuant to Sections 2074.2 and 2075.5 of the California Fish and Game Code.

Legal protection is also provided for wildlife species in California that are identified as "fully protected animals." These species are protected under Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species at any time. CDFW is unable to authorize incidental take of fully protected species unless any such take authorization is issued in conjunction with the approval of a Natural Community Conservation Plan that covers the fully protected species (California Fish and Game Code Section 2835).

California Environmental Quality Act

Under the CEQA (PRC Section 21000 et seq.), lead agencies analyze whether projects would have a substantial adverse effect on a candidate, sensitive, or special-status species (PRC Section 21001[c]). These "special-status" species generally include those listed under FESA and CESA, and species that are not currently protected by statute or regulation, but would be considered rare, threatened, or endangered under the criteria included CEQA Guidelines Section 15380. Therefore, species that are considered rare are addressed under CEQA regardless of whether they are afforded protection through any other statute or regulation. The California Native Plant Society (CNPS) inventories the native flora of California and ranks species according to rarity; plants ranked as 1A, 1B, 2A, 2B, and 3 are generally considered special-status species under CEQA.

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines Section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare if it can be shown to meet certain specified criteria. These criteria have been modeled after the definition in FESA and the section of the California Fish and Game Code dealing with rare or endangered plants and animals. Section 15380(d) allows a public agency to undertake a review to determine if a significant effect on species that have not yet been listed by either the USFWS or CDFW (i.e., candidate species) would occur.

Native Plant Protection Act

The California Native Plant Protection Act of 1977 (California Fish and Game Code Sections 1900-1913) empowers the Fish and Game Commission to list native plant species, subspecies, or varieties as endangered or rare following a public hearing. To the extent that the location of such plants is known, CDFW must notify property owners that a listed plant is known to occur on their property. Where a

property owner has been so notified by CDFW, the owner must notify CDFW at least 10 days in advance of any change in land use (other than changing from one agricultural use to another), in order that CDFW may salvage listed plants that would otherwise be destroyed. Currently, 64 taxa of native plants have been listed as rare under the act.

Nesting Birds

California Fish and Game Code Subsections 3503 and 3800 prohibit the possession, take, or needless destruction of birds, their nests, and eggs, and the salvage of dead nongame birds. California Fish and Game Code Subsection 3503.5 protects all birds in the orders of Falconiformes and Strigiformes (birds of prey). Fish and Game Code Subsection 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act. The Attorney General of California has released an opinion that the Fish and Game Code prohibits incidental take.

Jurisdictional Waters

Federal Jurisdiction

Unless considered an exempt activity under Section 404(f) of the Federal Clean Water Act, any person, firm, or agency planning to alter or work in "waters of the U.S.," including the discharge of dredged or fill material, must first obtain authorization from the USACE under Section 404 of the Clean Water Act (CWA; 33 USC 1344). Permits, licenses, variances, or similar authorization may also be required by other federal, state, and local statutes. Section 10 of the Rivers and Harbors Act prohibits the obstruction or alteration of navigable waters of the U.S. without a permit from USACE (33 USC 403). Activities exempted under Section 404(f) are not exempted within navigable waters under Section 10.

"Waters of the U.S." are defined as: "All waters that are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide; all interstate waters including interstate wetlands; all other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes or natural ponds, the use, degradation, or destruction of which could affect interstate commerce; impoundments of these waters; tributaries of these waters; the territorial sea; or wetlands adjacent to these waters (33 CFR Part 328)."

Within non-tidal waters that meet the definition cited above and, in the absence of adjacent wetlands, the indicator used by the USACE to determine the lateral extent of its jurisdiction is the ordinary high water mark (OHWM) – the line on the shore established by fluctuations of water and indicated by a clear, natural line impressed on the bank, shelving, changes in soil character, destruction of terrestrial vegetation, and/or the presence of litter and debris.

Wetlands are defined under the CFR Part 328.3 as those areas that are inundated or saturated by surface or ground water at a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

The USACE has determined that not all features which meet the wetland definition are, in fact, considered to be waters of the U.S. Normally, features not considered as waters of the U.S. include (a) non-tidal drainage and irrigation ditches excavated on dry land; (b) artificially irrigated areas which

would revert to upland if the irrigation ceased; (c) artificial lakes or ponds created by excavating and/or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing, (d) artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating and/or diking dry land to retain water for primarily aesthetic reasons, and (e) waterfilled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States (see 33 CFR 328.3[a]). Other features may be excluded based on Supreme Court decisions (e.g., *SWANCC* and *Rapanos*) or by regulation.

Federal and state regulations pertaining to waters of the U.S., including wetlands, are discussed below.

Federal Jurisdiction

Clean Water Act (33 USC 1251-1376)

The CWA provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters.

Section 401 requires that an applicant for a federal license or permit that allows activities resulting in a discharge to waters of the U.S. must obtain a state certification that the discharge complies with other provisions of CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California and may require State Water Quality Certification before other permits are issued.

Section 402 establishes a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the U.S.

Section 404 establishes a permit program administered by USACE that regulates the discharge of dredged or fill material into waters of the U.S. (including wetlands). Implementing regulations by USACE are found at 33 CFR Parts 320-332. The Section 404 (b)(1) Guidelines were developed by the USEPA in conjunction with USACE (40 CFR Part 230), allowing the discharge of dredged or fill material for non-water dependent uses into special aquatic sites only if there is no practicable alternative that would have less adverse impacts.

State Jurisdiction

Regional Water Quality Control Board

Any action requiring a CWA Section 404 permit, or a Rivers and Harbors Act Section 10 permit, must also obtain a CWA Section 401 Water Quality Certification. The State of California Water Quality Certification (WQC) Program was formally initiated by the State Water Resources Control Board (SWRCB) in 1990 under the requirements stipulated by Section 401 of the Federal CWA. Although the Clean Water Act is a Federal law, Section 401 of the CWA recognizes that states have the primary authority and responsibility for setting water quality standards. In California, under Section 401, the State and Regional Water Boards are the authorities that certify that issuance of a federal license or permit does not violate California's water quality standards (i.e., that they do not violate Porter-Cologne and the Water Code). The WQC Program currently issues the WQC for discharges requiring USACE's permits for fill and dredge discharges within Waters of the United States, and now also implements the State's wetland protection and hydromodification regulation program under the Porter Cologne Water Quality Control Act.

On April 2, 2019, the SWRCB adopted a State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures), for inclusion in the forthcoming Water Quality Control Plan for Inland Surface Waters and Enclosed Bays and Estuaries and Ocean Waters of California. The Procedures consist of four major elements: 1) a wetland definition; 2) a framework for determining if a feature that meets the wetland definition is a water of the state; 3) wetland delineation procedures; and 4) procedures for the submittal, review and approval of applications for Water Quality Certifications and Waste Discharge Requirements for dredge or fill activities. The Office of Administrative Law approved the Procedures on August 28, 2019, and the Procedures became effective May 28, 2020.

Under the Procedures and the State Water Code (Water Code §13050[e]), "Waters of the State" are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state." Unless excluded by the Procedures, any activity that could result in discharge of dredged or fill material to Waters of the State, which includes Waters of the U.S. and non-federal Waters of the State, requires filing of an application under the Procedures.

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act, Water Code Section 13000 et seq.) is California's statutory authority for the protection of water quality in conjunction with the federal CWA. The Porter-Cologne Act requires the SWRCB and RWQCBs under the CWA to adopt and periodically update water quality control plans, or basin plans. Basin plans are plans in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California. The Porter-Cologne Act also requires dischargers of pollutants or dredged or fill material to notify the RWQCBs of such activities by filing Reports of Waste Discharge and authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, National Pollution Discharge Elimination System (NPDES) permits, Section 401 water quality certifications, or other approvals.

California Department of Fish and Wildlife

The CDFW is a trustee agency that has jurisdiction under Section 1600 et seq. of the California Fish and Game Code. Under Sections 1602 and 1603, a private party must notify CDFW if a proposed project will "substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of streambeds…except when the department has been notified pursuant to Section 1601." Additionally, CDFW asserts jurisdiction over native riparian habitat adjacent to aquatic features, including native trees over four inches in diameter at breast height (DBH). If an existing fish or wildlife resource may be substantially adversely affected by the activity, CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the parties involved, they may enter into an agreement with CDFW identifying the approved activities and associated mitigation measures. Generally, CDFW recommends submitting an application for a Streambed Alteration Agreement (SAA) for any work done within the lateral limit of water flow or the edge of riparian vegetation, whichever is greater.

Local Regulations

City of Folsom Tree Preservation Ordinance

Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; and establishes mitigation requirements for cut or damaged trees. The Tree Preservation

Ordinance establishes policies, regulations, and standards necessary to ensure that the City will continue to preserve and maintain its "urban forests." Anyone who wishes to perform "Regulated Activities" on "Protected Trees" must apply for a permit with the City. Regulated activities include:

- Removal of a Protected Tree;
- Pruning/trimming of a Protected Tree; and/or,
- Grading or trenching within the Protected zone.

Protected trees include:

- Native oak trees with a diameter at standard height (DSH; 4.5 feet above ground level) of six inches or larger for single trunk trees or 20 inches or larger combined diameter of native oak multi-trunk trees. Native oak species include:
    - valley oak (*Quercus lobata)*
    - blue oak (*Quercus douglasii*)
    - interior live oak (*Quercus wislizenii*)
    - coast live oak (*Quercus agrifolia*)
- Heritage oak trees – native oaks with a trunk DSH of 19 inches or greater and native oaks with a multi-trunk diameter of 38 inches or greater;
- Landmark trees identified individually by the City Council through resolution as being a significant community benefit; and/or,
- Street trees within the tree maintenance strip.

Methods

Information used in preparation of this Initial Study comes from the following sources:

- Desktop review of regionally occurring special-status species and habitats with potential to occur in the project site and/or be affected by the proposed project;

- Biological field survey performed by HELIX biologists on December 3, 2024;

For the purposes of this report, special-status species are those that fall into one or more of the following categories, including those:

- listed as endangered or threatened under the Federal Endangered Species Act (FESA; including candidates and species proposed for listing);

- listed as endangered or threatened under the California Endangered Species Act (CESA; including candidates and species proposed for listing);

- designated as rare, protected, or fully protected pursuant to California Fish and Game Code;

- designated a Species of Special Concern (SSC) by the California Department of Fish and Wildlife (CDFW);

- considered by CDFW to be a Watch List species with potential to become an SSC;

- defined as rare or endangered under Section 15380 of the California Environmental Quality Act (CEQA); or,

- Having a California Rare Plant Rank (CRPR) of 1A, 1B, 2A, 2B, or 3.

In order to evaluate special-status species and/or their habitats with the potential to occur on the project site and/or be impacted by the proposed project, HELIX obtained lists of special-status species known to occur and/or having the potential to occur in the project site and vicinity from the U.S. Fish and Wildlife Service (USFWS; 2024a), the California Native Plant Society (CNPS; 2024), and the California Natural Diversity Database (CNDDB) (CDFW 2024).

Vegetation Communities

Two upland vegetation communities occur within the project site and include blue oak-foothill pine woodland (1.47 acres) and ruderal/disturbed (5.88 acres). Two aquatic communities also occur within the project site and include a reservoir (6.15 acres) and perennial marsh (4.84 acres). A comprehensive list of all plant and wildlife species observed within the project site is provided in Attachment D and representative site photographs are included in Attachment E of the Biological Resources Assessment (HELIX 2025b).

Blue Oak-Foothill Pine Woodland

This habitat is generally diverse in structure with a mix of hardwoods, conifers, and shrubs. Blue oak and foothill pine (*Pinus sabiniana*) typically comprise the overstory of this habitat, with blue oak usually most abundant. In the foothills of the Sierra Nevada, tree species typically associated with this habitat are interior live oak and California buckeye (*Aesculus californica*). Interior live oak occasionally dominates the overstory, especially in rocky areas and on north-facing slopes at higher elevations. At lower elevations, where blue oaks make up most of the canopy, the understory tends to be primarily annual grasses and forbs. At higher elevations where foothill pines and interior live oaks sometimes dominate the canopy, the understory usually includes patches of shrubs in addition to the annual grasses and forbs.

Approximately 1.47 acres of blue oak-foothill pine habitat occur within the project site. Blue oak-foothill pine habitat occurs in the southern portion of the project site and along a small strip of the eastern side of the reservoir. This habitat is fragmented and is likely a remnant of the natural habitat that once dominated the project site prior to development. The understory of this habitat is disturbed as evidenced by abundant mine tailings. Dominant plant species observed within this habitat type during the field survey include blue oak, foothill pine, oracle oak (*Quercus × morehus*), Himalayan blackberry (*Rubus armeniacus*), coyote brush (*Baccharis pilularis*), medusahead (*Elymus caput-medusae*), and ripgut brome (*Bromus diandrus*). The canopy of some oak trees within this habitat overlap with proposed access routes.

Ruderal/Disturbed

Ruderal habitats are characterized by an assemblage of non-native and invasive plant species that readily colonize disturbed landscapes. Roadsides, construction sites, and vacant lots are all sites in which ruderal plant species typically occur. Disturbed habitats typically retain a soil substrate, but the vegetation communities are either lacking or are comprised of mostly ruderal plant species.

Approximately 5.88 acres of ruderal/disturbed habitat occur within the project site. This habitat occurs along the perimeter of the project site surrounding the reservoir and includes two existing dirt roads/trails that are proposed to be utilized as construction access routes. Modified areas around the reservoir that support the dam, spillway, floating dock, trails, playground, and exercise stations are included in this habitat.

The majority of this habitat is void of vegetation. Dominant plant species that were observed in the understory this habitat within the project site include medusahead, common ripgut grass, stinkwort (*Dittrichia graveolens*), yellow star-thistle (*Centaurea solstitialis*), wild oat (*Avena fatua*), and rose clover (*Trifolium hirtum*). Some trees including callery pear (*Pyrus calleryana*) and oracle oak are present in this habitat and are noted along the dirt roads/trails with no understory.

Special-Status Species with Potential to Occur

Listed and Special-Status Plant Species

According to the database query, 23 listed and/or special-status plants have the potential to occur on-site or in the vicinity of the project site (CDFW 2024; CNPS 2024). Based on field observations, published information, and literature review, four special-status plants have the potential to occur within the project site: spicate calycadenia (*Calycadenia spicata*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), wooly rose-mallow (*Hibiscus lasiocarpos* var. *occidentalis*), and Sanford's arrowhead (*Sagittaria sanfordii*). The remaining regional special-status plants identified in the query occur on serpentine or gabbro soils, within vernal pools, or within other habitats which do not occur in the project site. Special-status plants with potential to occur in the project site are discussed below.

Spicate Calycadenia

Spicate calycadenia is an annual herb that is endemic to California. This plant produces a hairy, glandular stem 20 to 60 centimeters (eight to 24 inches) tall, with linear shaped leaves that grow up to five centimeters (two inches) long. The inflorescence has one or more flower heads at separate nodes, surrounded by short bracts tipped with resin glands. The glandular and hairy flower heads have a center of several disc florets as well as whitish, triple-lobed ray florets, and an achene fruit (Calscape 2024). This species is found in valley and foothill grasslands as cismontane woodland habitats. It occurs on dry adobe or clay soils that are gravelly or rocky; often in disturbed areas, openings, and roadsides from 40 to 1,400 meters elevation. This species blooms from May to September (CNPS 2024).

This species was not observed in the project site during the field survey on December 3, 2024, which is outside of the identification window for this species. There are three documented occurrences within five miles of the project site, with the closest approximately 1.8 miles away. This occurrence documents a historical observation of this species near the intersection of Folsom Boulevard and U.S. 50 in 1955. A more recent documented occurrence is from 2020, and is just south of White Rock Road, approximately 2.4 miles from the project site (CDFW 2024).

Boggs Lake Hedge-Hyssop

Boggs Lake hedge-hyssop is an annual herb that is native to California and is also found in Oregon. This plant is small with reddish-green stems and is only a few centimeters tall. It has thin stems and small leaves that are dotted with hairlike glands. The top of the stem is occupied by an inflorescence

producing centimeter long tubular flowers which are yellow with white tips (Calscape 2024). This species is found on clay soils in vernal pools and on the margins of marshes, swamps, and lakes from four to 2,410 meters elevation, and blooms from April to August (CNPS 2024).

This species was not observed in the project site during the field survey on December 3, 2024, which is outside of the identification window for this species. There is one documented occurrence within five miles of the project site, approximately 1.6 miles away. This occurrence is from 1989 and documents this species in ponds near the intersection of Prairie City Road and White Rock Road (CDFW 2024).

Wooly Rose-Mallow

Wooly rose-mallow is a perennial, rhizomatous emergent herb that is native to California. This plant can grow up the five feet high and produces large white blossoms that are three to four inches wide and have a bright crimson center. The leaves are toothed and alternate with stems growing four to six inches long (Lady Bird Johnson Wildflower Center 2024). This species grows in freshwater marshes and swamps from zero to 155 meters elevation, often in rip rap along levees, and blooms from June to September (CNPS 2024).

This species was not observed in the project site during the field survey on December 3, 2024, which is outside of the identification window for this species. There are no documented occurrences within five miles of the project site. The closest documented occurrence is approximately 20 miles away near Sacramento (CDFW 2024).

Sanford's Arrowhead

Sanford's arrowhead is a perennial, rhizomatous emergent herb that is endemic to California. This aquatic plant can grow up to four feet tall, although it is usually less, and grows from a spherical tuber. The leaves are often submerged, variable in shape, and are long and strap-shaped or narrowly lanceolate. The leaves may grow up to nine inches long from the underwater stem. Sanford's arrowhead is monoecious, with individuals bearing both male and female flowers. The inflorescence is a raceme made up of several whorls of white flowers, with the lowest node bearing female flowers and upper nodes bearing male flowers. This species is found in freshwater marshes, swamps, ponds, and slow-moving drainages from zero to 605 meters elevation. It blooms from May to October (CNPS 2024).

This species was not observed in the project site during the field survey on December 3, 2024, which is outside of the identification window for this species. There are two documented occurrences within five miles of the project site, with the closest approximately 2.7 miles away. This occurrence is from 2018 and documents 800 to 1,000 plants growing in a drainage near Mississippi Bar (CDFW 2024).

Listed and Special-Status Wildlife Species

According to the database query, 30 listed and/or special-status wildlife species have the potential to occur on-site or in the vicinity of the project site (CDFW 2024; USFWS 2024a). Based on field observations, published information, and literature review, 17 special-status wildlife species have the potential to occur within the project site: Crotch's bumblebee (*Bombus crotchii*), monarch butterfly (*Danaus plexippus*), northwestern pond turtle (*Actinemys marmorata*), Cooper's hawk (*Accipiter cooperii*), tricolored blackbird (*Agelaius tricolor*), golden eagle (*Aquila chrysaetos*), burrowing owl (*Athene cunicularia*), ferruginous hawk (*Buteo regalis*), Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), bald eagle (*Haliaeetus leucocephalus*), California black

rail (*Laterallus jamaicensis coturniculus*), double-crested cormorant (*Nannopterum auritum*), osprey (*Pandion haliaetus*), purple martin (*Progne subis*), and pallid bat (*Antrozous pallidus*).

However, the following species only have a low potential to pass through or soar over the project site during migration or other movements and are not expected to occur or use the project site in any substantial way: Crotch's bumblebee, monarch butterfly, golden eagle, ferruginous hawk, Swainson's hawk, merlin, bald eagle, double-crested cormorant, and osprey. The rationale for this finding for each species is included in Attachment C of the Biological Resources Assessment (HELIX 2025b). Because these species are only expected to temporarily pass through the project site, no avoidance and minimization measures are recommended for these species, and they are not discussed further in this IS/MND.

The remaining eight special-status species with potential to occur in the project site are discussed in more detail below. In addition to these special-status wildlife species, other migratory birds and raptors protected under federal, State, and local laws/policies also have the potential to occur within the project site.

Northwestern Pond Turtle

This species occurs in a variety of aquatic habitats; typically, permanent ponds, lakes, streams, irrigation ditches, canals, marshes, or pools in intermittent drainages. It appears to prefer areas lined with abundant vegetation and either rocky or muddy substrates. Basking sites such as logs, rocks, cattail mats or exposed banks are required for this species. The active season is from February to November, and breeding occurs from April to May. Overwintering occurs in upland terrestrial habitats close to water sources (approximately 300 feet), in which they will bury themselves under loose soil (CDFW 2024). Nesting sites in uplands may be as far as 400 meters (1,312 feet) or more from the aquatic habitat, although the distance is usually much less and is generally around 100 meters (328 feet) (Yolo Habitat Conservation Plan/Natural Community Conservation Plan [HCP/NCCP] 2018). In nonriverine habitats that experience little water level fluctuation, this species may overwinter underwater (Thomson *et al.* 2016).

This species was not observed in the project site during the field survey on December 3, 2024. There are six documented occurrences within five miles of the project site, with the closest approximately 2.2 miles away. This occurrence is from 1993 and documents one adult observed in a pond near Mississippi Bar (CDFW 2024).

Cooper's Hawk

This species occurs in open woodlands, riparian forests, montane coniferous forests, and other open woodland habitats. It may also occur in wooded suburban habitats. This species nests high within large trees and preys on medium-sized birds and small mammals (Zeiner *et al.* 1990).

This species was not observed in the project site during the field survey on December 3, 2024. There are two documented occurrences within five miles of the project site, with the closest approximately 2.2 miles away. This occurrence is from 1990, and documents three juveniles observed near Mississippi Bar (CDFW 2024). Cooper's hawk is not regularly tracked by the CNDDB but is a common species in Sacramento County and the vicinity of the project site (eBird 2024).

Tricolored Black Bird

This species nests and seeks cover in emergent wetland vegetation and thorny vegetation such as Himalayan blackberry, cattails, and tules. The nesting area must be large enough to support a minimum colony of 50 pairs as they are a highly colonial species. Typical nesting areas are in large wetlands, marshes, and large brambles of thorny vegetation in and near suitable foraging habitat. This species forages on the ground in croplands, grassy fields, flooded land, and edges of ponds for insects (Shuford and Gardali 2008).

This species was not observed in the project site during the field survey on December 3, 2024. There are 13 documented occurrences within five miles of the project site, with the closest approximately 1.5 miles away. This occurrence is from 1994 and documents a nesting colony observed near Folsom Lake College. This occurrence is now possibly extirpated due to development. Another nearby occurrence is approximately 2.7 miles from the project site; it is from 2016 and documents a nesting colony near Serpa Way (CDFW 2024).

Burrowing Owl

This species occurs in a variety of open habitats; typically grasslands, desert scrub, agricultural fields, washes, and disturbed areas such as golf courses or vacant lots. Burrowing owls forage on the ground in areas with low, sparse vegetation and with an abundance of small mammal burrows. They nest in burrows, especially those of California ground squirrel (*Otospermophilus beecheyi*), but will also use other refuge sites such as rubble piles, pipes, and culverts. In the Central Valley of California, most foraging occurs within a 600-meter radius of the nest (Gervais *et al*. 2003).

Some portions of the ruderal/disturbed habitat may provide suitable habitat for this species but no burrows or other suitable nesting/refuge sites were observed in the project site. In addition, soils within the project site are very hard and compacted which likely limits the potential this species could burrow onsite. Therefore, this species has a low potential to occur.

White-Tailed Kite

White-tailed kite is a year-round resident in California in coastal areas and lowlands in the Central Valley. Population sizes increase during the non-breeding season due to over-wintering migrants. It occurs in a variety of habitats including grasslands, savannah, oak woodland, riparian woodland, open suburban areas, and agriculture fields. Nest trees typically have a dense canopy or are within a dense group of trees, such as riparian forest or oak woodland. Foraging occurs within un-grazed or lightly-grazed fields, agricultural areas, and open grasslands (CDFW 2024).

This species was not observed in the project site during the field survey on December 3, 2024. There are six documented occurrences within five miles of the project site, with the closest approximately 2.4 miles away. This occurrence is from 1991 and documents a nest near California Circle (CDFW 2024). White-tailed kite is not regularly tracked by the CNDDB but is a common species in Sacramento County and the vicinity of the project site (eBird 2024).

California Black Rail

The largest concentrations of this species are found in the tidal salt marshes of the northern San Francisco Bay region, primarily in San Pablo and Suisun Bays. Smaller populations also occur in San

Francisco Bay, the Outer Coast of Marin County, freshwater marshes in the foothills of the Sierra Nevada, and in the Colorado River Area (Spautz et. al. 2005). This species inhabits brackish marsh habitats, primarily in the upper marsh zone dominated by alkali heath (*Frankenia salina*), cattail (*Typha* spp.), and rush (*Juncus* spp.); and prefers lower salinity environments. In the Sierra Nevada foothills, this species is a year-round resident along wetland edges where water is generally 1.2 inches or less and is typically found in wetlands 0.25 acre or larger. This species is typically associated with perennial wetlands associated with flowing water such as irrigation canals, perennial streams, and springs with dense vegetation in the Sierra Nevada foothills. It forages on the ground, under cover of dense vegetation (Richmond *et al.* 2010).

This species was not observed in the project site during the field survey on December 3, 2024. There are no documented occurrences within five miles of the project site. The closest documented occurrence is approximately 5.4 miles from the project site and documents a breeding pair with chicks observed in 2017 (CDFW 2024).

Purple Martin

The purple martin occurs as an uncommon summer resident and migrant, primarily from mid-March to late September, and breeds from May to mid-August. Martins are most abundant in mesic regions, near large wetlands and other water bodies, and at upper slopes and ridges, which likely concentrate aerial insects (Shuford and Gardali 2008). This species nests in cavities in open areas with low canopy cover at the height of the nest, near large bodies of water that support high densities of large insects. Martins use a variety of cavities including bridges, large tree snags, and collapsed lava tubes. This species is very sensitive to competition from European starlings (*Sturnus vulgaris*) and is extirpated from most low-elevation areas by starlings (Shuford and Gardali 2008).

The project site provides suitable foraging habitat for this species and some tree cavities that could support nesting were observed within and adjacent to the project site. However, this species is uncommon and is very sensitive to European starlings which were observed in the project site. Because European starlings are known to occur in the project site and there are no documented occurrences in the vicinity of the project site, purple martin has a low potential to occur.

Pallid Bat

Pallid bat occurs throughout California except for the high Sierra Nevada and the northern Coast Ranges. Habitats include grasslands, shrublands, woodlands, and forests from sea level to 6,000 feet. This species is most common in open, dry habitats with rocky areas for roosting; roosts also include cliffs, abandoned buildings, bird boxes, hollow trees and under bridges. This species is primarily a crevice dweller, but recent studies have shown that they are also dependent upon tree roosts. Particularly, in northern California, pallid bat is more dependent upon oak woodland and oak savannah in lower elevations and may be found in coniferous forest, including redwoods at mid to higher elevations. This species is also intolerant of roost disturbance and it has a high loyalty to roosting sites. If this species experiences frequent disturbance at a roost site, it will abandon the roost (Bolster ed. 1998).

This species was not observed in the project site during the field survey on December 3, 2024. There is one historical documented occurrence of this species within five miles of the project site from 1941 that documents one female bat. A more recent occurrence is approximately 30 miles from the project site near the City of Davis (CDFW 2024).

Other Nesting Migratory Birds and Raptors

Migratory birds are protected under the MBTA of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10; this also includes feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Additionally, Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (i.e., hawks, owls, eagles, and falcons), including their nests or eggs; Section 3513 specifically states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

A number of migratory birds and raptors have the potential to nest in or adjacent to the project site. Suitable nest locations within and adjacent to the project site include trees, shrubs, grass, artificial structures, and bare ground.

Sensitive Habitats

Sensitive habitats include those that are of special concern to resource agencies or those that are protected under CEQA, Section 1600 of the California Fish and Game Code (i.e., riparian areas) and/or Sections 401 and 404 of the CWA, which include wetlands and other waters of the U.S. Additionally, sensitive habitats, including native trees and oak woodland habitat, are protected under the specific policies outlined in the City of Folsom Tree Preservation Ordinance. Sensitive habitats identified within the project site are discussed below.

Aquatic Habitats

Aquatic habitats that occur in the project site include a reservoir (6.15 acres) and perennial marsh (4.84 acres). These habitat types are discussed below.

Reservoir

One reservoir is present in the project site with characteristics of a pond. Ponds are typically small, permanent water bodies that are formed either naturally or artificially. They are characterized by open water and often contain perennial herbaceous and perennial woody plant species along the edges. They can be an isolated feature within upland habitat or connected to other aquatic resources through groundwater or seasonal flows.

The Willow Hill Reservoir was created in the early twentieth century to aid in dredging initiated by the Natomas Company. Some sources claim that the reservoir was made from the largest, retired hydraulic mining pit in the area, most likely primarily associated with ground sluicing. The eastern border of the reservoir is surrounded by visible ditches and ditch remnants, and cobble stacks are sometimes visible beneath the water surface. Ground sluicing was a popular form of mining in this area in the 1890s, after hydraulic mining and before dredging, and the reservoir could have been utilized mostly for the two former techniques. Roads constructed by the Natomas Company over mine tailings appear on a 1954 USGS topographic map immediately east of the reservoir and on a 1967 USGS topographic map starting

at the reservoir and traversing northward. This suggests that the reservoir was an active part of the mining landscape of the area just past the mid-twentieth century.

Approximately 6.15 acres of reservoir was mapped in the project site. This feature was approximately 85 percent inundated at the time of the field visit and is surrounded by emergent wetland vegetation. Dominant vegetation observed within the reservoir during the field visit includes California bulrush (*Schoenoplectus californicus*), narrowleaf cattail (*Typha angustifolia*), American milfoil (*Myriophyllum spicatum*), Brazilian waterweed (*Egeria densa*), and smaller duckweed (*Lemna minor*). Several waterfowl species were observed foraging and roosting on the reservoir during the field visit including mallards (*Anas platyrhynchos*), Canada geese (*Branta canadensis*), American coots (*Fulica americana*), common gallinules (*Gallinula chloropus*), and one mute swan (*Cygnus olor*).

Perennial Marsh

Perennial marsh habitat surrounds the majority of the Willow Hill Reservoir and is absent in areas of the reservoir with steep banks, along the dam, and in the area with the floating dock. Perennial marshes typically remain inundated or saturated throughout the year and are often associated with streams/creeks, rivers, lakes, ponds, or bays. The persistence of inundation/saturation throughout the year permits the growth of warm-season wetland grasses, perennial herbaceous plant species, and perennial woody plant species such as shrubs and trees.

Approximately 4.84 acres of perennial marsh was mapped in the project site. The perennial marsh occupies a large swath along the northern and eastern portions of the reservoir and extends to the edge of blue oak-foothill pine and ruderal/disturbed habitats. Some areas of the perennial marsh occur on mine tailings and some upland species are present on the tops of the tailings creating small, upland islands within this habitat. The perennial marsh in the project site is dominated by dense narrowleaf cattail and bulrush along with other species such as common rush (*Juncus effusus*), curly dock (*Rumex crispus*), common smartweed (*Persicaria hydropiper*), and Bermuda grass (*Cynodon dactylon*). Some woody species including Fremont cottonwood (*Populus fremontii*) and arroyo willow (*Salix lasiolepis*) are present along margins of this habitat.

Protected Trees

No trees are planned to be removed as part of the proposed project. However, if oak trees, street trees, and/or landmark trees (protected trees) are anticipated to be removed or trimmed, a tree permit would be required prior to tree removal. Impacts to protected trees are considered as removal of more than 10 percent of the canopy, cutting limbs that are two inches in diameter and greater, or complete removal. Installation of mechanical support systems (e.g., cabling, bracing, bolting, guying and/or propping) within a protected tree also requires a tree work permit. Other regulated activities requiring a tree permit include construction and site improvements such as grading, trenching, and other development-related actions that have the potential to impact a protected tree and/or damage roots and soil structure within the critical root zone. If protected trees exist on a site where work will disturb the natural topography, even if the activity is not directly under the tree, a permit is likely to be required. Removal of protected trees also requires a permit. If approved, the tree removal permit will likely have replacement planting and/or mitigation in-lieu fees conditioned as part of the permit approval.

Wildlife Migration Corridors

Wildlife corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. This fragmentation of habitat can also occur when a portion of one or more habitats is converted into another habitat; for instance, when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or construction activities. Wildlife corridors mitigate the effects of this fragmentation by: (1) allowing animals to move between remaining habitats thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction; and, (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.

Impact Analysis

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation. No special status plant or wildlife species were observed in the project site during the field survey on December 3, 2024. However, the project site may provide suitable habitat for special status plant and wildlife species as well as nesting migratory birds and raptors. In addition, sensitive aquatic habitats and protected oaks trees are present in the project site.

Special-Status Plants

The project site provides suitable habitat for spicate calycadenia within the blue oak-foothill pine woodland habitat, suitable habitat for Boggs Lake hedge-hyssop within the perennial marsh and along the margin of Willow Hill Reservoir, suitable habitat for woolly rose-mallow within the perennial marsh, and suitable habitat for Sanford's arrowhead within the perennial marsh and the Willow Hill Reservoir. Temporary dewatering of the reservoir during project construction may temporarily impact the perennial marsh in areas that are normally saturated/inundated. However, dewatering of the reservoir would be temporary and short-term and is not expected to permanently affect the hydrology of vegetation communities that could support special-status plants. Implementation of Mitigation Measure BIO-1 would reduce construction-related impacts on special status plant species to a less than significant level.

Special-Status Wildlife

Reptiles

Suitable habitat for northwestern pond turtle is present within the Willow Hill Reservoir and perennial marsh habitats within the project site. Impacts to this species could occur if present in aquatic habitat during temporary dewatering, installation of the temporary coffer dam, vegetation removal, and construction activities required in the in-water portions of the reservoir near the dam. Additionally, construction of the proposed project could impact this species if present in upland habitats during improvements to the downstream isolation valve or during construction equipment/vehicle use on

access roads or in the staging area. Implementation of Mitigation Measure BIO-2 would reduce potentially significant impacts on northwestern pond turtle to a less than significant level.

Birds and Nesting Migratory Birds and Raptors

Special-status birds and migratory birds and raptors protected under federal, State, and/or local laws and policies have potential to nest and forage within the project site including Cooper's hawk, tricolored blackbird, burrowing owl, white-tailed kite, California black rail, and purple martin. Although no active nests were observed during the field survey, the project site and adjacent land contain suitable habitat to support a variety of nesting birds within trees, shrubs, structures, and on bare ground. Active nests and nesting birds are protected by the California Fish and Game Code Sections 3503 and 3503.5, 3513 and the MBTA. Ground-disturbing and other development activities including dewatering, vegetation clearing, tree removal/trim, and construction could impact nesting birds if these activities occur during the nesting season (generally February 1 to August 31). To avoid impacts to nesting birds, all ground disturbing activity should be completed between September 1 and January 31, if feasible. If construction cannot occur outside of the nesting season, implementation of Mitigation Measure BIO-3 would reduce potentially significant impacts to special-status birds, nesting migratory birds, and raptors to a less than significant level.

Mammals

Pallid bat has potential to roost within trees in the project site. Although no trees are proposed for removal as part of the proposed project, impacts on bat roosts and maternity roosts may still occur if in proximity to construction activities. Construction activities near active roost sites may result in roost abandonment. If roost abandonment occurs during daylight hours when bats are vulnerable, bats would be subject to a higher degree of predation risk. Loss of bats and maternity colonies would be a violation of the Fish and Game Code and a significant impact. Implementation of Mitigation Measure BIO-4 would reduce potentially significant impacts on pallid bat to a less than significant level.

Conclusion

With implementation of Mitigation Measures BIO-1 through BIO-4, listed below, potentially significant impacts on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service would be reduced to a less than significant level.

Mitigation Measure BIO-1: Avoid Impacts to Special-Status Plant Species

A qualified botanist retained by the project Contractor shall conduct a special-status plant survey within the appropriate identification (blooming) period prior to the initiation of any ground-disturbing or dewatering activities. A survey conducted between June - August will satisfy the blooming period for all potentially occurring special-status plant species. Multiple survey rounds may be needed to adequately survey the area and capture blooming times depending on seasonal weather conditions. If no special-status plants are observed, then a letter report documenting the survey results shall be prepared and provided to the City, and no further measures are recommended.

- If special-status plants are observed within the project site, the location of the special-status plants shall be marked with pin flags or other highly visible markers and may also be marked by a sub-meter accurate GPS. The City shall determine if the special-status plant(s) onsite can be

avoided by project design or utilize construction techniques to avoid impacts to the special-status plant species. All special-status plants to be avoided shall have exclusion fencing or other highly visible material marking the avoidance area (if necessary) and the avoidance area shall remain in place throughout the entire construction period. If special-status plants are observed in portions of the project site that are not located near the project footprint, exclusion fencing may not be needed. A qualified botanist should determine if exclusion fencing will be needed based on the location of the plant(s) and the most current project design.

If special-status plants are found within the project site and cannot be avoided, the City shall consult with the California Department of Fish and Wildlife (CDFW) as appropriate and depending on the status of the plant species in question, determine appropriate measures to mitigate for the loss of special-status plant populations. These measures may include gathering seed from impacted populations for planting within nearby appropriate habitat, preserving or enhancing existing offsite populations of the plant species affected by the project, or restoring suitable habitat for special-status plant species habitat as directed by the regulatory agencies.

Mitigation Measure BIO-2: Avoid Impacts to Northwestern Pond Turtle

A qualified biologist retained by the project Contractor shall conduct a pre-construction survey for northwestern pond turtle within seven days prior to the start of dewatering or ground-disturbing activities in suitable habitat. The area of work near the downstream isolation valve shall be inspected for wintering or nesting turtles depending on the time of year. If construction does not commence within seven days of the survey, or halts for more than seven days, then an additional survey is required prior to starting or resuming work.

- The qualified biologist shall be onsite during dewatering and coffer dam installation to avoid potential impacts to this species during construction. The biologist would not be needed onsite once all dewatering has occurred and the coffer dam is securely in place. If northwestern pond turtle is observed within the project area during work, specifically within the construction zone, all work shall immediately halt in the vicinity of the animal, and the animal will be allowed to leave the area of its own will. If the animal is in immediate danger, a qualified biologist will relocate the animal outside of the construction zone, at a safe distance from all construction-related activities, and within suitable habitat. No one other than a qualified biologist shall handle, take, or otherwise harass the animal. No work shall resume until the animal has moved or been removed from areas of potential disturbance.

A qualified biologist retained by the project Contractor shall conduct an environmental awareness training for all project-related personnel before the initiation of work. The training shall include the identification of northwestern pond turtle, required practices before the start of construction, general measures that are being implemented to protect the species as they relate to the project, penalties for non-compliance, and boundaries of the permitted disturbance zones. Upon completion, all construction personnel shall sign a form stating they have attended the training and understand all the measures. Directors, Managers, Superintendents, and the crew foremen and forewomen will be responsible for ensuring that crewmembers comply with the measures and guidelines. Proof of this instruction shall be kept on file with the biologist on-site and the project Contractor.

Mitigation Measure BIO-3: Pre-Construction Nesting Bird Survey

If construction activities occur during the nesting season (February 1 through August 31), a qualified biologist retained by the project Contractor shall conduct a nesting bird survey to determine the presence of any active nests within the project site. Additionally, the surrounding 500 feet of the project site shall be surveyed for active raptor nests, where accessible. The nesting bird survey should be conducted within seven days prior to commencement of ground-disturbing or other construction activities. If the nesting bird survey shows that there is no evidence of active nests, then a letter report shall be prepared to document the survey and be provided to the City and no additional surveys are recommended. If development does not commence within seven days of the nesting bird survey, or halts for more than seven days, then an additional survey is required prior to starting or resuming work within the nesting season.

- If active nests are found, then the qualified biologist shall establish a species-specific buffer to prohibit development activities near the nest to avoid and minimize nest disturbance until the young have successfully fledged or the biologist determines that the nest is no longer active. Buffer distances may range from 30 feet for some songbirds up to 500 feet for California black rail and some raptors. The project Contractor shall ensure that the buffer is implemented by all construction personnel and that no construction activities occur within the buffer. Nest monitoring may also be warranted during certain phases of construction to ensure nesting birds are not adversely impacted. The need for nest monitoring shall be determined by the qualified biologist based upon the species nesting and the location of the nest in relation to the project disturbance area, proposed levels of project disturbance, and existing disturbance levels. If active nests are found within any trees slated for removal/trimming, then an appropriate buffer shall be established around the tree and all trees within the buffer shall not be removed/trimmed until a qualified biologist determines that the nest has successfully fledged and/or is no longer active. Nest avoidance buffer distances may need to be expanded if the biologist determines that the initial avoidance buffer is still resulting in avoidance behavior from the adults.

- If tricolored blackbird, burrowing owl, or California black rail are found to be nesting in the project site or within 500 feet, agency consultation or additional measures may be needed prior to construction.

A qualified biologist shall conduct environmental awareness training. The training may be combined with other environmental awareness trainings.

If construction occurs outside of the nesting bird season (September 1 to January 31) a nesting bird survey and environmental training for nesting birds would not be required.

Mitigation Measure BIO-4: Pre-Construction Roosting Bat Survey

A qualified biologist retained by the project Contractor shall conduct a pre-construction survey within seven days of the commencement of ground-disturbing or other construction activities. This survey may be combined with the nesting bird survey if nesting bird surveys are required. If no bats are observed, a letter report shall be prepared to document the survey and provided to the City, and no additional measures are recommended. If construction does not commence within seven days of the pre-

construction survey, or halts for more than seven days, an additional survey is recommended before starting work.

- If bats are present and roosting on or within 100 feet of the project footprint, then the qualified biologist shall establish an appropriate buffer around the roost site. The project Contractor shall ensure that the buffer is implemented by all construction personnel and that no construction activities occur within the buffer. At minimum, no trees shall be removed within the project site (if applicable) until the biologist has determined that the bat is no longer roosting in the tree or structure. Additional mitigation measures for bat species, such as the installation of bat boxes or alternate roost structures, would be required only if special-status bat species are found to be roosting within the project site.

A qualified biologist shall conduct environmental awareness training. The training shall include the identification of special-status bat species, required practices before the start of construction, general measures that are being implemented to protect the species as they relate to the project, penalties for non-compliance, and boundaries of the permitted disturbance zones. Upon completion, all construction personnel shall sign a form stating they have attended the training and understand all the measures. Directors, Managers, Superintendents, and the crew foremen and forewomen will be responsible for ensuring that crewmembers comply with the measures and guidelines. Proof of this instruction shall be kept on file with the biologist on-site and the project Contractor. This training may be combined with other environmental awareness trainings.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

Less than Significant with Mitigation. Sensitive habitats include those that are of special concern to resource agencies or those that are protected under CEQA, Section 1600 of the California Fish and Game Code (i.e., riparian areas) and/or Sections 401 and 404 of the CWA, which include wetlands and other waters of the U.S.

Approximately 6.15 acres of reservoir and 4.84 acres of perennial marsh habitat were mapped within the project site. The reservoir is fed by Folsom Lake and ultimately drains to the American River, and therefore has potential to be considered a water of the U.S. The proposed project would require the installation of a temporary coffer dam within the OHWM of the Willow Hill Reservoir and would require partial dewatering of the reservoir prior to installation. Although dewatering of the reservoir would be temporary and short-term, dewatering would result in reduced water levels in the perennial marsh and outer perimeter of the reservoir and would pose temporary impacts to emergent wetland vegetation that is dependent on reservoir hydrology. Additionally, soils would temporarily desiccate in dewatered areas and further contribute to the temporary loss of emergent wetland vegetation. With implementation of Mitigation Measure BIO-5, potentially significant impacts to aquatic resources during project construction would be reduced to a less than significant level.

Following construction of the proposed dam infrastructure improvements, the temporary coffer dam would be removed, and the northern inlet would be turned on to allow the reservoir to return to pre-construction conditions. Operation of the proposed project would involve exercising the upstream slide gate valve approximately twice per year. Occasional maintenance activities would involve periodic testing of the valve as well as general maintenance to the valve operator infrastructure as needed.

Operation of the proposed project would not result in a substantial adverse effect on aquatic resources, and the impact would be less than significant.

Mitigation Measure BIO-5: Avoid Impacts to Aquatic Resources

Before the initiation of any construction activities that could result in impacts to potentially regulated aquatic features, including ground-disturbing activities and dewatering, the extent of the Ordinary High-Water Mark (OHWM) of aquatic features within the project site shall be mapped, and applicable permits shall be prepared and submitted to the appropriate regulatory agencies for any project-related impacts to these features. Any conditions included in the final permits, including prescribed mitigation measures, would be required to be implemented before filling or impacting these features.

- Section 404 authorization from the U.S. Army Corps of Engineers (USACE) and a Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB) may be required before the start of construction that will impact any waters of the U.S. Any waters of the U.S. or jurisdictional wetlands that would be lost or disturbed should be replaced or rehabilitated on a "no-net-loss" basis in accordance with the USACE mitigation guidelines and the City of Folsom requirements. Habitat restoration, rehabilitation, and/or replacement should be at a location and by methods agreeable to the agencies.

- If a 404 permit is required for the proposed project, then water quality concerns during construction would be addressed in the Section 401 water quality certification from the Regional Water Quality Control Board. A Stormwater Pollution Prevention Plan (SWPPP) would also be required during construction activities. SWPPPs are required in the issuance of a National Pollutant Discharge Elimination System (NPDES) construction discharge permit by the U.S. Environmental Protection Agency. Implementation of Best Management Practices (BMPs) during construction is standard in most SWPPPs and water quality certifications. Examples of BMPs include stockpiling of debris away from regulated wetlands and waterways; immediate removal of debris piles from the site during the rainy season; use of silt fencing and construction fencing around regulated waterways; and use of drip pans under work vehicles and containment of fuel waste throughout the site during construction.

If the aquatic features are determined to not be subject to federal jurisdiction, then these features may still be subject to waste discharge requirements under the Porter-Cologne Water Quality Control Act. Section 13260(a) of the Porter-Cologne Water Quality Control Act (contained in the California Water Code) requires any person discharging waste or proposing to discharge waste, other than to a community sewer system, within any region that could affect the quality of the waters of the State (all surface and subsurface waters) to file a report of waste discharge. The discharge of dredge or fill material into the ditches may constitute a discharge of waste that could affect the quality of waters of the State. A report of waste discharge will be filed for impacts to non-federal waters, if required.

The reservoir and marsh areas may also be regulated by the California Department of Fish and Wildlife (CDFW) under Section 1600 of the California Fish and Game Code. CDFW asserts jurisdiction over native riparian habitat adjacent to aquatic features, including native trees over four inches in diameter at breast height (DBH). If an existing fish or wildlife resource may be substantially adversely affected by the activity, CDFW may propose reasonable measures that will allow the protection of those resources. If these measures are agreeable to the parties involved, they may enter into an agreement with CDFW identifying the approved activities and associated mitigation measures. Generally, CDFW recommends

submitting an application for a Lake and Streambed Alteration Agreement (LSAA) for any work done within the lateral limit of water flow or the edge of riparian vegetation, whichever is greater.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant with Mitigation. As discussed above in question b), approximately 6.15 acres of reservoir and 4.84 acres of perennial marsh habitat were mapped within the project site. The Willow Hill Reservoir is fed by Folsom Lake and ultimately drains to the American River, and therefore has potential to be considered a water of the U.S. The proposed project would require the installation of a temporary coffer dam within the OHWM of the Willow Hill Reservoir and would require partial dewatering of the reservoir prior to installation. Although dewatering of the reservoir would be temporary and short-term, dewatering would result in reduced water levels in the perennial marsh and outer perimeter of the reservoir and would pose temporary impacts to emergent wetland vegetation that is dependent on reservoir hydrology. Additionally, soils would temporarily desiccate in dewatered areas and further contribute to the temporary loss of emergent wetland vegetation. With implementation of Mitigation Measure BIO-5, potentially significant impacts to State or federally protected wetlands during project construction would be reduced to a less than significant level.

Following construction of the proposed dam infrastructure improvements, the temporary coffer dam would be removed, and the northern inlet would be turned on to allow the reservoir to return to pre-construction conditions. Operation of the proposed project would involve exercising the upstream slide gate valve approximately twice per year. Occasional maintenance activities would involve periodic testing of the valve as well as general maintenance to the valve operator infrastructure as needed. Operation of the proposed project would not result in a substantial adverse effect on State or federally protected wetlands, and the impact would be less than significant.

See question C) for Mitigation Measure BIO-5.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The project site is located in an area surrounded by development and roads. Although some wildlife may travel through the project site on a local level, the project site is not considered a wildlife migration corridor. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. No impact would occur, and no mitigation would be necessary.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. No trees are currently proposed for removal as part of the proposed project. However, if it is determined that tree removal would be required, the project would be required to comply with Section 12.16, Tree Preservation Ordinance, of the Folsom Municipal Code, which requires the appropriate tree removal permit be obtained and all measures and tree mitigation requirements included in the permit be followed. Therefore, in the event that removal of a protected

tree is required for the proposed project, compliance with Section 12.16, Tree Preservation Ordinance, of the Folsom Municipal Code the proposed project would reduce the impact to less than significant. No mitigation would be necessary.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan has been approved for the City of Folsom. Therefore, no impacts to an existing adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan would occur. There would be no impact, and no mitigation would be necessary.

V. CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

A Cultural Resources Assessment was prepared by HELIX in March 2025 for the proposed project (HELIX 2025c). The findings of the CRA are summarized below.

Environmental Setting

State and federal legislation requires the protection of historical and cultural resources. In 1971, President's Executive Order No. 11593 required that all federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the National Register of Historic Places. In 1980, the Governor's Executive Order No. B-64-80 required that state agencies inventory all "significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places (NRHP)." Section 15064.5(b)(1) of the CEQA Guidelines specifies that projects that cause "…physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired" shall be found to have a significant impact on the environment.

For the purposes of CEQA, a historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources (CRHR). When a project could impact a resource, it must be determined whether the resource is an historical resource, which is defined as a resource that:

a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

b) Is associated with the lives of persons important in our past.

c) Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

d) Has yielded, or may be likely to yield, information important in history or prehistory.

The City of Folsom Standard Construction Specifications were developed and approved by the City of Folsom in 2004 and were most recently updated in 2020. They include Article 11 - Cultural Resources,

which provides direction on actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource, or human remains (City 2020b).

Methods

HELIX requested a records search at the North Central Information Center (NCIC), located at California State University Sacramento, and a search of the Sacred Lands File (SLF) maintained by the Native American Heritage Commission (NAHC); conducted tribal informational outreach; and conducted a pedestrian survey of the Area of Potential Effects (APE). Each of these tasks is described below.

Records Search

HELIX requested a records search for the project site and a 0.5-mile radius at the NCIC on November 18, 2024. The objective of the records search was to identify prior cultural resource investigations and documented cultural resources within the project site. Additional desktop research included a review of previous study reports, cultural resource records, historic-era aerial imagery, and the Built Environment Resource Directory of the Office of Historic Preservation.

HELIX requested a search of the SLF on November 18, 2024, to identify recorded locations of Native American sacred sites, human remains, or other areas of traditional or religious value within the project site. The request letter is provided in Attachment C of the Cultural Resources Assessment (HELIX 2025c).

Pedestrian Survey

HELIX Senior Archaeologist Benjamin Siegel M.A., RPA, surveyed all accessible portions of the APE on December 3, 2024. As the Willow Hill Reservoir was inundated at the time of survey, observations for this portion of the APE were taken from the sides of the reservoir. The survey used transects spaced 15 meters apart to conduct a systematic investigation of the project site. During the survey, the ground surface of the project site, coterminous with the project's "Area of Potential Effects" (APE), was examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, fire-affected rock, prehistoric ceramics), soil discoloration that might indicate the presence of a prehistoric cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations, wells) or historic debris (e.g., metal, glass, ceramics).

Results

This section describes the results of the background research, Native American outreach, and pedestrian survey.

Records Search

Previous Studies

The NCIC Records Search revealed that 44 cultural studies have been conducted within the 0.5-mile search radius, nine of which at least partially overlap the project site. The cultural studies which overlap the project site are summarized below.

Report 000238 – Entitled, *An Archaeological Survey and Record Search of the Folsom Executive Estates near Folsom, California,* Report 000238 was prepared by Daryl G. Noble of the Archaeological Study Center in 1978. Report 000238 details the methods and results of a cultural resources study conducted in support of the conversion of approximately 500 acres of land from agricultural use to residential and commercial use near Folsom, California. The project area for Report 000238 is bounded by U.S. 50 to the south, Prairie City Road to the west, the Southern Pacific Railroad to the north, and private property and the Willow Hill Reservoir to the east effectively encompassing the entirety of the current APE. Report 000238 utilized a records search at the regional office of the California Archaeological Site Survey in the Department of Anthropology at California State University, Sacramento, as well as the NRHP, and a pedestrian survey of the southernmost 50 acres.

No cultural resources were identified by Report 000238 which also lie within the current APE.

Report 003770 – Entitled, *Prairie City Center Project Report,* Report 003770 was prepared by Susan Lindstrom, Consulting Archaeologist, in 1993. Report 003770 is closely related to Report 003823 (described below) which together detail the methods and results of a cultural resources study conducted in advance of the construction of residential development on 500 acres near Folsom, California. Report 003770 is focused on the investigation of the northern 404 acres of the 500-acre project area addressed by both reports. The area considered for Report 003770 lies to the north of U.S. 50 and east of Prairie City Road and lies north of the current APE. It is presumed that the NCIC identified this report as overlapping with the current project area due to Report 003770's relationship with Report 003823 which does have a project area that partially overlaps with the current APE. The efforts associated with Report 003770 consisted of a preliminary field tour of the report's study area, a records search at the NCIC, and an aerial photograph analysis, and an intensive pedestrian survey. A subsequent field investigation was implemented to further record and evaluate potential newly identified cultural resources.

No cultural resources were identified by Report 003770 which also lie within the current APE.

Report 003823 – Entitled, *A Cultural Resource Inventory of Prairie Oaks Center Project,* Report 003823 was prepared by Susan Lindstrom, Consulting Archaeologist in 1993. Report 003823 is closely related to Report 003770 and was prepared in advance of residential and high school development on 500 acres near Folsom, California. Report 003823 details the investigation of the southern 90 acres of the project area. The project area for report 003823 lies to the north of U.S. 50 and east of Prairie City Road, with a boundary that curves westward to border, but not encompass, the Willow Hill Reservoir. As a result, the study area for report 003823 overlaps with the southwestern and southeastern arms of the current APE as well as the areas adjacent west of the boundaries of the Willow Hill Reservoir itself. All research conducted for Report 003770 was used for Report 003823. These efforts were further supplemented by an updated records search at the NCIC and a pedestrian survey of the southern 90 acres of the report's project area.

Lindstrom identified one feature, Feature 18, within the current APE. Feature 18 was identified as part of the Willow Springs Hill mining site (P-34-002237), the Prairie Diggings Placer Mining District (P-34-002306), and the Folsom Mining District (P-34-000335). Feature 18 is described as a large, steep-sided main drain for the ground sluice for the mining works now inundated by Willow Hill Reservoir, which runs from northeast to southwest, to the south of the Willow Hill Reservoir.

Report 003942 – Entitled, *Evaluation of Cultural Resources Willow Springs Development Folsom, Sacramento County, California,* Report 003942 was prepared by Ric Windmiller, Consulting Archaeologist, in 1997. Report 0033942 details the methods and results of a cultural resources study conducted in support of residential and commercial development by Forecast Homes on 266 acres on the north side of U.S. 50 and east of Prairie City Road in the city of Folsom, California. Report 003942's investigation included a records search at the NCIC, native American outreach, and a vehicular and pedestrian survey of the report's project area.

The Natomas Ditch is the only resource identified within Report 003942 that lies within the current APE, just north of the Willow Hill Reservoir. Within Report 003942, Windmiller noted that Lindstrom (1988, 1993) determined that the southern segment of the Ditch, including the portion which lies within the current APE, is not eligible for listing in the NRHP.

Report 004521 – Entitled, *Historic Property Survey Report for a Proposed Interchange and Auxiliary Lanes on Highway 50 in Eastern Sacramento,* Report 004521 was prepared by Daryl G. Noble, of the California Department of Transportation (Caltrans) District 3 in 1994. Report 004521 details the methods and results of a cultural resources study conducted in support of a Caltrans project to reconfigure the interchange at Prairie City Road and U.S. 50 south of Folsom, California. The study area for Report 004521 runs for approximately three miles along U.S. 50 from east of the Folsom Boulevard undercrossing to 0.84 mile east of the Prairie City Road overcrossing. Based on records provided by the NCIC it is unclear why this report was identified by the NCIC as overlapping with the current APE, as Report 004521's study area seems to lie entirely along the route of U.S. 50 and its right-of-way which lies well to the south of the current APE. Report 004521 involved a records search with the NCIC and the NRHP, and a field survey.

Report 004521 identified eight features associated with the Willow Springs Hill Diggings/Willow Springs Hill mining site (P-34-002237) in its study area. However, the details provided regarding the relationship between the study area of report 004521 and the current APE make it unclear which, if any, of these features lie within the current APE. Regardless, as per a letter on file at the NCIC in association with Report 006575 dated July 21, 2006 from the California State Historic Preservation Officer (SHPO) to Will Ness, Chief of the Sacramento Office of the US Army Corps of Engineers Sacramento District, all of the features associated with the Willow Springs Hill Diggings/Willow Springs Hill mining site (P-34-002237) identified by Report 004521, which lie in the vicinity of the current APE, have been determined not eligible for listing in the NRHP, meaning that even if the features identified by Report 004521 do lie within the APE, they have been determined to be ineligible for listing in the NRHP.

Report 006575 – Entitled, *The Oaks at Willow Springs Folsom, Sacramento County, California,* Report 006575 was prepared by Ric Windmiller, Consulting Archaeologist, in 2005. Report 006575 details the methods and results of a cultural resources study conducted in advance of a proposed Oaks at Willow Springs Hill mixed use residential and commercial development project consisting of 40 acres on the east side of Prairie City Road, between Iron Point Road on the north and U.S. 50 on the south. As a result, the study area for Report 006575 encompasses almost the entirety of the current APE, save for the southwestern most extent of the current project's southwestern arm. Report 006575 consisted of a records search at the NCIC, Native American outreach, and a pedestrian survey of the Willow Springs Hill project's proposed APE.

As a result of these efforts, 24 features associated with the Willow Springs site (P-34-002237), the Prairie Diggings Placer Mining District (P-34-002306), and/or the Folsom Minning District (P-34-000335) were

identified. Of these resources, Windmiller recommended only three features as either eligible or potentially eligible for listing in the NRHP/CRHR. As per a letter on file at the NCIC in association with Report 006575 dated July 21, 2006 from the California SHPO to Will Ness, Chief of the Sacramento Office of the USACE Sacramento District, the SHPO concurred with Windmiller's recommendation that the other 21 resources found within the Willow Spring Hill project's proposed APE are not eligible for listing in the NRHP/CRHR. As a result, the only three resources Report 006575 identified within the vicinity of the current project which possess or potentially possess NRHP/CRHR eligibility include: the Willow Hill Reservoir feature, which is the largest of the Willow Springs Hill mining pits that was converted for use as a reservoir in 1902 by the Natomas Company, "Lindstrom's Feature 18" of the Willow Springs site and the Prairie Diggings Placer Mining District, which consists of a portion of a large ground sluice drain immediately adjacent to the south side of Willow Hill Reservoir and, "Lindstrom's Feature 34" of the Willow Springs site and the Prairie Diggings Placer Mining District, consisting of a "dug out" or small habitation feature located near the U.S. 50-Prairie City Road interchange. Of these three features, only the Willow Hill Reservoir and Lindstrom's Feature 18 lie within the current APE. These two resources are discussed in further detail within the previously recorded resources section of the current report.

Report 007924 – Entitled, *Archaeological Evaluation of a Portion of the Natomas Ditch and Replacement Pipeline Route, Near Folsom, Sacramento County, California,* Report 006575 was prepared by Jensen & Associates, in 1989. Report 007924 details the methods and results of a cultural resources study conducted in advance of the abandonment and subsequent replacement of three segments (approximately 2.8 miles) of the Natomas Ditch (P-34-000461) within Folsom, California. As a result, Report 007924's study area overlapped with the portion of the current APE where the Natomas Ditch meets with the Willow Hill Reservoir. Report 007924 included a records search with the NCIC and a pedestrian survey.

The Natomas Ditch is the only resource identified within Report 007924 that lies within the current APE, with a small portion of the ditch connecting to the north side of the Willow Hill Reservoir. Within Report 003942, Archaeologist Ric Windmiller noted that Lindstrom (1988) determined that the southern segment of the Natomas Ditch which connects with the Willow Hill Reservoir is not eligible for listing in the NRHP.

Report 007926 – Entitled, *An Archaeological Reconnaissance Survey of a Five Hundred Acre Parcel within the City of Folsom, Sacramento County, California,* Report 007926 was prepared by Jeanette A. McKenna and Keven J. Peter of Hatheway and McKenna, in 1987. Report 007926 details the methods and results of a cultural resources study conducted in advance of development of the Santa Fe Center in the southeastern portion of the City of Folsom, California. Report 007926's project area occupies 500 acres north of U.S. 50 and east of Prairie City Road and is bounded by the Southern Pacific Railroad to the north. The study area for Report 007926 encompasses almost the entirety of the current APE, save for the eastern half of the Willow Hill Reservoir and the area where the reservoir connects to the Natomas Ditch. The cultural resources investigation for Report 007926 included a records search at the NCIC and literature review at the Folsom Public Library, Folsom Historical Society and Museum, Folsom Telegraph Newspaper, the Chamber of Commerce, and included an examination of City of Folsom Environmental Impact Statements. Efforts associated with Report 007926 also included a reconnaissance survey of the report's project area.

The survey conducted for Report 007926 did not reveal any cultural resources in the areas that coincide with the current APE.

Report 012349 – Entitled, The Evolution of California's Placer Mining Landscape: A View from Prairie City, Report 023459 was prepared by Judy D. Tardoff of Caltrans, in 2004. Report 012349 describes the methods and results of a cultural resources study conducted for the purpose of detailing placer mining activity near Folsom, California in advance of Caltrans projects on U.S. 50. The report's study area effectively encompasses the entirety of the current APE. The effort to record cultural resources in the area had begun in the early 1990s with plans to reconfigure the interchange at the U.S. 50 and Prairie City Road junction. Report 012349 reports that Caltrans' investigations of cultural resources in the area included the study of historical information and the use of pedestrian survey and monitoring during construction projects. This study referred to two mining areas, the Alder Creek Diggings (separated into 26 loci) and the Prairie Diggings (separated into 35 loci).

The Prairie Diggings area is described as beginning approximately 0.16 mile west of the U.S. 50-Prairie City Road interchange and extending east for approximately 1.16 miles. The Prairie Diggings are mostly north of U.S. 50 but there are some areas that extend south of U.S. 50, fully encompassing the current APE. Loci identified within Report 012349 that are located inside the current APE include features indicative of ground sluicing (loci 4, 5, 7b). Locus 4 is depicted on Figure 37 of Report 012349 as just west of Willow Hill Reservoir and described as "sparse hand workings." No further description for Locus 4 is provided within report 012349, however from other records on file at the NCIC it has been made clear that Locus 4 is understood to have been effectively destroyed through the construction of Folsom High School to the adjacent west of the Willow Hill Reservoir in August 1998.

The only resources described within Report 012349 which lie within the current APE consists of what the report calls Locus 5 of the Prairie Diggings (which is the Willow Hill Reservoir itself), and Locus 7b of the Prairie Diggins, which is depicted in Figure 37 of Report 012349, and is referred to in other reports as Lindstrom's Feature 18, a ground sluice drain immediately adjacent to the south side of the Willow Hill Reservoir (Lindstrom 1993; Windmiller 2005).

Previously Recorded Resources

The NCIC records search revealed that 46 cultural resources have been previously documented within 0.5 mile of the current APE. NCIC records indicate that four of these resources lie within the current APE, which are summarized below.

Resource P-34-000335 – Known as the Folsom Mining District, this resource is an extensive historic-era mining district that encompasses the entirety of the current APE and much of the vicinity of Folsom. This mining district represents a significant industrial landscape associated with the mid-nineteenth to early twentieth century gold mining operations in the area. Characterized by extensive hydraulic mining features, tailing deposits, water conveyance systems, and associated worker habitation sites, the district reflects the technological advancements and environmental modifications brought to the area as a result of gold extraction activities.

According to records on file with the NCIC various elements of this district have been recorded and re-examined by archaeologists 43 times since a portion of it was initially recorded in 1969. Records on file with the NCIC also indicate that the Folsom Mining District is now understood to incorporate all but one of the resources reported by the NCIC as lying within the current APE as elements of the district, including Willow Hill Springs (P-34-002237) and the Prairie Diggings Mining District (P-34-002306). While the NCIC records search reported that the proposed Project Area lies within the Folsom Mining District, closer inspection of records on file with the NCIC make it clear that the only previously recorded

material culture associated with the Folsom Mining District that lie inside the current APE consisting of the Willow Hill Springs resource (P-34-002237) and an associated feature known as Lindstrom's Feature 18 (which is considered to be both elements of the Prairie Diggings Placer Mining District [P-34-002306] and the Folsom Mining District [P-34-000335]). The Prairie Diggings Placer Mining District and the Willow Hill Springs site are described in more detail below.

Resource P-34-002306 – known as the Prairie Diggings Placer Mining District, this resource consists of placer mining remains which demonstrate early shallow placer mining, ground sluicing, drift mining, low-pressure hydraulic mining, and dry land dredging activities. The district comprises approximately 302 acres of placer mining remains and associated habitation sites and represents one of the mining areas within Prairie City's sphere of influence during the latter half of the 1800s. The district is situated north of Alder Creek and largely east of Prairie City Road, with the Willow Hill Reservoir and the entirety of the current APE lying within the district's western arm.

As of 2014, the overwhelming majority of the features associated with this district were noted to be destroyed through the construction of Folsom High School and residential and commercial development along Prairie City Road and U.S. 50. Today only two elements of the district are still intact within the current APE: including Willow Hill Reservoir itself (though its surroundings are noted to have been heavily modified through the development of a park around the reservoir's circumference) and what is known as "Lindstrom's Feature 18" (a large, steep-sided main drain for the ground sluice for the mining works now inundated by Willow Hill Reservoir) associated in NCIC records with both the Prairie Diggings Placer Mining District and the Willow Springs Hill resource (P-34-002237). Records on file at the NCIC indicate that as of 2014, significant changes to the area's landscape have caused the district to lose a significant level of integrity rendering the district no longer eligible for listing in the NRHP/CRHR.

Resource P-34-002237 – known as Willow Springs Hill, and also as the Willow Hill Reservoir, records on file with the NCIC indicate that this resource is now considered an element of both the Folsom Mining District (P-34-000335) and the Prairie Diggings Mining District (P-34-002306). This resource has been re-examined three times since its initial recording by S.G. Lindstrom, L. Lundemo, M. Panelli, J. Wells, and N. Wilson in 1992. Most recently examined by Ric Windmiller in 2005, this resource has been identified as the largest of the old mine pits on Willow Springs Hill. When this mine pit was worked, water was supplied by the Natoma Main Canal (resource P-34-000461). The main ground sluice drains at the south end of the Willow Springs Hill workings were dammed in 1902 to create the reservoir we now see today, in which water was stored for the Natomas Company's dredging operations. Scarps of the old pit works were present to the west and southwest sides of the reservoir, as were remnants of ditches among cobble piles exposed at the southeast edge of the reservoir as recently as 1993; however, Windmiller's 2005 survey revealed that the setting had been altered by the construction of the Folsom High School on the northwest and west edges of the reservoir. Nonetheless, Windmiller noted that the cobble piles and herringbone drains were still visible at the southeast corner of the reservoir in 2005. He also noted that below the two dikes on the south side of the reservoir, large piles of cobbles next to the massive drains and remnant mine scarps on the west and southwest sides of the reservoir were still visible in 2005, along with the herringbone pattern of drains and cobble piles at the southeast corner. As of 2005, Windmiller recommended that the Willow Hill Reservoir is eligible for listing on the NRHP under Criterion A (association with important events or historic themes) and Criterion C (embodies the distinct characteristics of a type, period or method of construction) (Windmiller 2005, Tardoff 1994).

Twenty-one additional features related to the Willow Hill Reservoir have been recorded as lying within or within the vicinity of the current APE, however all but two of them have been previously determined

to be ineligible for listing on the NRHP as confirmed by a letter of concurrence from the California SHPO to Will Ness, Chief of the Sacramento Office of the USACE Sacramento District dated July 21, 2006.

As a result, only two features associated with the Willow Hill Reservoir have been identified as potentially remaining NRHP/CRHR eligible and within the current APE. These features include the Willow Hill Reservoir itself, and what is known as "Lindstrom's Feature 18" (a ground sluice drain) sometimes referred to in NCIC records as P-34-002306 due to its previous identification as an element of the Prairie Diggings Placer Mining District.

During a 1993 survey, Lindstrom's Feature 18 was found to consist of a large, steep-sided main drain for the ground sluice for the mining workings now inundated by Willow Hill Reservoir. From the point of this intersection westward to Prairie City Road, the drain is described by Lindstrom in 1993 as increasingly eroded and taking the form of a steep, slightly enlarged natural drainage.

During a 1994 Caltrans study of the area, Judy Tardoff identified Lindstrom's Feature 18 as a locus of the Prairie Diggings Placer Mining District and evaluated the ground sluice drain feature. Within her evaluation Tardoff noted that the feature was in fair to good condition and that it qualified as a contributing resource to the Prairie Diggings Placer Mining District under Criterion A: association with important events, and historic themes (Tardoff 1994:31).

When the feature was revisited by Windmiller in 2005, the portion of Lindstrom's Feature 18 on the immediate south side of Willow Hill Reservoir was found to reflect early mining associated with the Willow Hill pit workings which are now inundated by the reservoir itself. However, the western portion of the drain was observed to have the appearance of a natural drainage, as described earlier by Lindstrom. Therefore, this western portion of the drainage does not convey any historical significance, while the portion of the drain on the immediate south side of the reservoir, with its large piles of washed cobbles, does convey its historical significance. Therefore, Windmiller argued that the portion of the drain closest to the reservoir retains its eligibility for the NRHR/CRHR under Criterion A/1 as part of the Willow Hill Springs site, which he also recommended eligible for the NRHP/CRHR under criteria A/1 and C/3. Windmiller also noted that the northeast end of the drain had been obliterated by dragline dredging and more recent aggregate operations, and that the western portion of the drain has been modified by two overflow channels from Willow Hill Reservoir.

Resource P-34-000461 – known as the Natomas Ditch, this excavated ditch was bolstered by a series of wooden flume segments and was originally constructed by the Natomas Company beginning in 1851. The Natomas Company reached Willow Springs Hill with the ditch by 1853. Wooden flumes were built to augment the ditch's water delivery system across depressions and hillsides. Around the turn of the 20th century, this water delivery system was further bolstered by the development of a number of feeder systems, and water from the ditch was used to serve a number of additional needs besides mining. As a result of its expanded use the system was periodically improved and modified throughout the 20th century.

Various segments of the Natomas Ditch have been examined 13 times since the resource's original recording by M. L. Russo of the NCIC in 1986. The segment of the Natomas Ditch which lies within the current APE, and which connects to the northern extent of the Willow Hill Reservoir, was notably recorded as Segment C-D in 1989 by William Shapiro. During his recording, Shapiro noted that this segment of the ditch (as well as others) had been subject to various periodic upgrades and changes throughout the twentieth century, including the addition of metal gates, concrete linings, and metal

cattle crossings. As a result of these numerous and significant modifications, which also included partial realignments, Shapiro reported the Natomas Ditch as being "no longer reflective of original construction details, materials, or workmanship" and as a result, corroborated earlier recommendations that the resource be considered not eligible for inclusion on the NRHP (Shapiro 1989:2).

Historic-Era Aerial Imagery Review

Historic-era maps examined for this analysis included: USGS 15-minute series quadrangle maps for *Folsom*, *California* from 1941 and 1944, and USGS 7.5-minute series quadrangle maps for *Folsom, California* from 1954, 1967, and 1975. A summary of the findings from this analysis can be found in Table 7, *Summary of Findings from Historic-Era Maps Depicting the APE*.

TABLE 7: SUMMARY OF FINDINGS FROM HISTORIC-ERA MAPS DEPICTING THE APE

Map Edition	Features Depicted
USGS 15-minute Folsom, CA Quadrangle Map (1941)	• Present-day Prairie City Road visible running northwest to southeast, southwest of APE • Present-day U.S. 50 visible running east-west, south of the APE • Unnamed road segment visible leading to a structure southwest of the APE, extending southwesterly from Prairie City Road • Natomas Ditch depicted traversing through the APE, northeast-southwest, running through the Willow Hill Reservoir
USGS 15-minute Folsom, CA Quadrangle Map (1944)	• No significant changes observed since the 1941 map.
USGS 7.5-minute Folsom, CA Quadrangle Map (1954)	• Name "Willow Hill Res" marked above APE (above and to the left) • Mining activity to the northeast depicted to have expanded southerly toward the APE, with additional mining activity depicted immediately northwest of the APE. • Mining activity directly around the APE now gone. • Developed land depicted immediately northwest, north, east, southeast, and south of the APE. • Unnamed road extending southwesterly from Prairie City Road and associated structure, now gone. • Unnamed road extending southwesterly from Prairie City Road in a round shape, surrounding a structure. • Unnamed road extending northerly from U.S. 50, passing the east side of the APE, and joining present-day East Bidwell Street. • "Prairie City (Site)" marked on map, immediately south of APE and north of U.S. 50. • Unnamed road extending easterly from Prairie City Road, south of U.S 50, seemingly associated with the structure noted on the 1941 quadrangle. • No other significant changes observed since 1944 map.
USGS 7.5-minute Folsom, CA Quadrangle Map (1967)	• Prairie City Road/Highway 50 junction depicted, complete with entrances and exits to the north and south, south of the APE. Developed land depictions around the APE have diminished, now development is only depicted to the northwest and south of the APE. • Unnamed road extending easterly from Prairie City Road south of U.S. 50 with associated structure noted in previous map is now gone.

Map Edition	Features Depicted
USGS 7.5-minute Folsom, CA Quadrangle Map (1967) (cont.)	• Roads around east and north sides of APE have become more developed and numerous, seemingly progenitors to present-day Iron Point Road and residential roads in the general Prairie Oaks and Willow Springs areas. • No other significant changes observed since 1954 map.
USGS 7.5-minute Folsom, CA Quadrangle Map (1975)	• This is an aerial photograph rather than an illustrated topographic map like previous maps in this series. • Large-scale development directly northeast of the APE is visible. • Large groves of trees and/or dense vegetation is visible north, east, and south of the APE. • Numerous access roads visible in the areas surrounding northern, northwestern, western, southwestern, and eastern portions of the APE. • No other significant changes observed since 1967.

Historic-era aerial photographs examined for this analysis included photographs taken in 1952, 1958, 1964, 1966, 1984, 1993, 1998, 2002, 2005, 2009, 2010, 2012, 2014, 2016, 2018, 2020, and 2022 (NETR Online 2024). The findings from this historic-era aerial photograph analysis are presented in Table 8, *Summary of Findings from Historic-Era Aerial Photographs Depicting the Project APE*.

TABLE 8: SUMMARY OF FINDINGS FROM HISTORIC-ERA AERIAL PHOTOGRAPHS DEPICTING THE PROJECT AREA

Aerial Photograph Edition	Features Depicted
Aerial Photograph from 1952	• Prairie City Road is visible as well as what is currently commonly referred to as Rebel Hill Ditch, Natomas Ditch, and the progenitor road to U.S. 50. • There is an unnamed channel running east-west, north of Project Area. • Multiple, unnamed roads are visible southeast of and within the southeast segment of the Project Area. • There is a large building west of the Project Area, approximately 160 ft by 60 ft.
Aerial Photograph from 1958	• No changes observed in project vicinity since 1952.
Aerial Photograph from 1964	• A small section of the unnamed waterway noted in the 1952 photograph has been manipulated – a tributary is gone and a portion of the waterway has been redirected to more linearly follow the rest of it. • A new access road is now present near the southeastern segment of APE. • No other significant changes were observed in the vicinity of the project since 1958.
Aerial Photograph from 1966	• The water level within Willow Hill Reservoir's southern edge and its entire eastern edge has receded (likely seasonal). • U.S. 50 has been expanded and paved to the south of the Project Area. • An unknown road – the eastern section of it reminiscent of modern Iron Point Rd. – is now visible approximately 690ft north of the APE's northern boundary. • No other significant changes were observed in the vicinity of the project since 1964.
Aerial Photograph from 1984	• Parcels to the southwest and northeast of the Project Area has been cleared of vegetation. • Willow Hill Reservoir water levels observed resuming pre-1966 levels (likely seasonal). • Several dirt/access roads are now present directly southwest of the APE. • No other significant changes were observed in the vicinity of the project since 1966.

Aerial Photograph Edition	Features Depicted
Aerial Photograph from 1993	• Additional access roads as well as a turnaround is now present just outside of the southwestern segment of the APE. • The water level within a portion of Willow Hill Reservoir's southern edge and its entire eastern edge have receded (likely seasonal). • Business center constructed in the southwestern project vicinity – most likely Intel – including a pond. • Residential housing constructed in the northeastern project vicinity. • Paved road, running southwest-east, constructed approximately 380 feet north of the Project Area. • No other changes observed in Project Area or larger project vicinity since 1984.
Aerial Photograph from 1998	• Current access road that is the southwestern segment of APE has been created by redirecting the pre-existing access road in the same area. • Large-scale land clearing/development on the Project Area's southern, southwestern, western, northwestern, and northern boundaries. • Folsom High School and associated infrastructure constructed to the west and northwest of the APE. • Modern-day Iron Point Rd. constructed, running west-southeast north of the Project Area. • Residential development approximately 0.2 mile north of the Project Area. • No other changes observed in Project Area or larger project vicinity since 1993.
Aerial Photograph from 2002	• Buildings added to the cleared land northwest of the Project Area, for Folsom High School. • No other changes observed within the APE or elsewhere in the vicinity of the APE since 1998.
Aerial Photograph from 2005	• Access roads in southern portion of APE apparent. • Prairie City stadium constructed directly southwest of the project vicinity. • No other changes observed in Project Area or its vicinity since 2003.
Aerial Photograph from 2009	• Appearance of current access road, southern segment of APE, running north-south from southern boundary of APE. • Barnhill Dr. constructed directly east of the Project Area.
Aerial Photograph from 2010	• Dock installed on southern boundary of Project Area, projecting into waters of the reservoir from a north-south running access road directly south of APE. • California ISO constructed southeast of Project Area. • Present-day Parkside Signature home lot just east of eastern border of APE is cleared. • No other changes observed in Project Area or its vicinity since 2009.
Aerial Photograph from 2012	• Reservoir waters have receded further from the eastern shore. • Present-day Parkside Signature home lot just east of eastern border of APE is paved. • No other changes observed in Project Area or its vicinity since 2010.
Aerial Photograph from 2014	• Parkside Signature Home lot filled with residential structures. • No other changes observed in Project Area or its vicinity since 2012.
Aerial Photograph from 2016	• Water levels appear to have risen slightly in the reservoir. • The Goddard School of Folsom was constructed, approximately 0.26 mile east of eastern project boundary. • No other significant changes observed in Project Area or its vicinity since 2014.
Aerial Photograph from 2018	• No significant changes observed in Project Area or its vicinity since 2016.

Aerial Photograph Edition	Features Depicted
Aerial Photograph from 2020	• No significant changes observed in Project Area or its vicinity since 2020.
Aerial Photograph from 2022	• Reservoir waters appear to have receded centrally. • No other significant changes observed in Project Area or its vicinity since 2020.

Native American Outreach

On November 18, 2024, HELIX requested that the NAHC conduct a search of the SLF for the presence of Native American sacred sites or human remains in the vicinity of the project site. A written response received from the NAHC on November 27, 2024, stated that the results of the SLF search were negative. On March 20, 2025, HELIX sent emails to at least one point of Native American contact for each tribe listed by the NAHC as potential sources of information related to tribal and cultural resources in the vicinity of the Project Area. Contacted Native American points of contact included:

- Pamela Cubbler, Vice Chairperson, Colfax-Todds Valley Consolidated Tribe
- Clyde Prout, Chairperson, Colfax-Todds Valley Consolidated Tribe
- CTVCT Preservation Representative, Cultural Preservation Department, Colfax-Todds Valley Consolidated Tribe
- Kara Perry, Director of Site Protection, Shingle Springs Band of Miwok Indians
- James Sarmento, Executive Director of Cultural Resources, Shingle Springs Band of Miwok Indians
- Dustin Murray, Tribal Administrator, Shingle Springs Band of Miwok Indians
- Malissa Tayaba, Vice Chairperson, Director of TEK, Shingle Springs Band of Miwok Indians
- Krystal Moreno, TEK Program Manager, Shingle Springs Band of Miwok Indians
- Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians
- Ben Cunningham-Summerfield, Cultural Advisor, TSI-AKIM Maidu of the Taylorsville Rancheria
- Donald Ryberg, Chairman, TSI-AKIM Maidu of the Taylorsville Rancheria
- James Moon Jr, Tribal Member, TSI-AKIM Maidu of the Taylorsville Rancheria
- Josef Fore, Tribal Historic Preservation Officer, United Auburn Indian Community of the Auburn Rancheria; and
- Representative at the Cultural Preservation Department, Wilton Rancheria

As of the date of this report, no responses have been received from these Native American points of contact. The initial correspondence with the NAHC, and a representative outreach email sent out to the identified points of tribal contact are included in Attachment C of the Cultural Resources Assessment (HELIX 2025c).

Pedestrian Survey

On December 3, 2024, HELIX Senior Archaeologist Benjamin Siegel, M.A., RPA, surveyed the proposed Project Area. The survey involved the systematic investigation of the APE's ground surface by walking in parallel 15-meter transects. Representative site photographs are provided in Attachment D of the Cultural Resources Assessment (HELIX 2025c).

The terrain in the project site is varied. The APE is dominated by the Willow Hill Reservoir itself, which has an earthen dam wall on its southern extent, and native and invasive reeds and grasses lining its western, northern, and eastern boundaries. The reservoir itself is currently in use as part of a public park, with a floating dock located just east of the earthen dam wall, and a walking trail located around the entire perimeter of the reservoir. A small jungle gym for children is also located to the southeast of the floating dock.

The lowest point of elevation within the APE is to the south of the Willow Hill Reservoir's earthen dam, where activities associated with the installation of the downstream valve replacement are planned, with an elevation of approximately 297 feet amsl (Photographs 1 and 2). The top of the dam is approximately 330 feet amsl with the area around the perimeter of the reservoir consisting of relatively flat terrain. The reservoir dam where construction activities for the proposed project will take place was found to be unremarkable, consisting of an approximately vehicle width area of compacted dirt, which stood approximately eight feet above the reservoir's water level at the time of survey (Photograph 1). The proposed temporary coffer dam location was found to be entirely submerged at the time of survey, several feet north of the reservoir's earthen dam (Photograph 3). The proposed laydown area for construction equipment and vehicles was found to be occupied by a small stand of trees and grasses, just to the northwest of the earthen dam's location (Photograph 4).

The southeastern arm of the APE includes a paved sidewalk/path which leads to a wooden bridge that traverses over a previously recorded cultural resource identified by the NCIC as P-34-002306 (Prairie Diggings Placer Minning District) but which actually consists of a historic mining ditch described by Lindstrom (1993) and Windmiller (2005) as Lindstrom's Feature 18, a ground sluice drain related to the Willow Springs resource (P-34-002237) which has been modified at its western most edge by two overflow channels from the Willow Hill Reservoir (Photograph 5). Beyond the bridge, the APE's southeastern arm was characterized by a dirt and mulched walking path which extends past dense trees, into an open area, before running to the southwest of a developed residential area (Photograph 6). This southeastern extent also serves as a pedestrian entrance to the Willow Hill Reservoir Park. The southwestern arm of the APE, which serves as another access path for vehicles and equipment into the APE is characterized by two compacted dirt pathways which wrap around the southern perimeter of the Folsom High School stadium. At the southwestern extent of the southwestern arm, the APE meets with a chain link fence line. To the west of this fence lies the right-of-way of Prairie City Road.

During the pedestrian survey the compacted dirt pedestrian trail which circumscribes the Willow Hill Reservoir was also walked and examined. To the east and northeast of the perimeter trail residential development was observed. Near the northern extent of the trail a wood footbridge was observed

traversing across the location where the Natomas Ditch (P-34-000461) connects with the northern extent of the Willow Hill Reservoir (Photographs 7 and 8). Here the Natomas Ditch was approximately five meters wide, with dirt walls measuring approximately three meters deep lined with large river worn cobbles. The ditch was observed continuing to convey water into the reservoir though the water level was low (approximately one meter deep) and slow moving. The ditch was also observed to extend north from this location, with similar conditions noted beyond the boundaries of the current APE. From the west of the footbridge which crosses the Natomas Ditch, the entirety of the reservoir was visible, as was the portion of the pedestrian trail which traverses the western perimeter of the Willow Hill Reservoir (Photograph 9). To the north of the reservoir park commercial development and parking lots were noted. To the northwest of the park trail, a small flat and grassy area was observed just outside of the APE. The areas to the west and southwest of the western side of the reservoir park were found to be occupied by the Folsom High School campus, tennis courts, and sports stadium.

Ultimately, the entire APE was systematically surveyed via pedestrian survey. The HELIX survey did not identify any previously unrecorded cultural resources in the APE. However, the HELIX survey did relocate three previously recorded cultural resources within the APE, which included:

- Willow Hill Reservoir, which consists of the inundated remains of the Willow Hill Springs mining works (P-34-002237);
- A segment of Lindstrom's Feature 18 of the Willow Hill Springs resource (P-34-002237), which consists of a ground sluice drain related to the mining works; and
- A segment of the Natomas Ditch (P-34-000461), where it connects with the Willow Hill Reservoir.

Impact Analysis

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant with Mitigation. Previously conducted cultural investigations identified three cultural resources within the APE. Two of these cultural features and sites are associated with the Willow Springs Hill resource (P-34-002237), the Prairie Diggings Placer Mining District (P-34-002306), and the Folsom Mining District (P-34-000335). These features/sites retain their eligibility for inclusion in the NRHP (SHPO, July 21, 2006). These features consist of Lindstrom's Feature 18 of the Willow Springs Hill mining site (a ground sluice drain); and the Willow Hill Reservoir itself, which contains the inundated remains of the Willow Springs Hill mining works. Previous studies also indicated that a segment of the Natomas Ditch (P-34-000461) connects within the northern edge of the Willow Hill Reservoir.

The HELIX field survey of the current APE identified the Willow Hill Reservoir itself (P-34-002237); and a small segment of Lindstrom's Feature 18 of the Willow Springs Hill resource (P-34-002237). In addition, HELIX's field survey of the current APE also identified a small segment of the Natomas Ditch (P-34-000461). However, this segment of the Natomas Ditch has been recommended as not eligible for inclusion in the NRHP/CRHR, a conclusion with which HELIX concurs. Therefore, there is no potential for effect to this resource, as it does not qualify as a historic property.

The Willow Hill Reservoir contains the inundated remains of the Willow Hill Springs Mining Works (P-34-002237). The Willow Hill Reservoir has been in public use as part of the Willow Hill Reservoir Community Park for the past several decades, and has been previously recommended as eligible for listing on the NRHP/CRHR under criterion A/1 (association with important events or historic themes) and C/3 (embodies the distinct characteristic of a type, period or method of construction) by Ric Windmiller (2005). The proposed project would involve the temporary damming of a small (approximately 400-square-foot) portion of the reservoir immediately adjacent to the reservoir's earthen dam, the temporary laydown of construction equipment and vehicles to the adjacent southwest of the reservoir, the temporary lowering of the reservoir's water level, and the replacement of the dam gate valve and downstream valve. The dam gate valve is entirely submerged within the Willow Hill Reservoir and, as such, cannot be perceived by visitors to the reservoir as appurtenant structure related to the significance of the reservoir. The downstream valve would be replaced; however, it does not consist of original components and is not a contributing feature to the reservoir's NRHP/CRHR eligibility.

Consequently, the proposed project activities would not change resource P-34-002237's character or use such that its historic integrity would be diminished. Following construction, the Willow Hill Reservoir would retain its association with important themes in National or California history and would retain the distinctive characteristics of the nineteenth century mining techniques: that of a reservoir that provided water for related industrial mining uses. Upon the completion of the project, the project site would return to pre-construction conditions and would continue to provide a distinctive visual remnant of historical mining activities in the area. As a result, the proposed project would not result in an adverse effect (as defined in 36 CFR §800.16[l][1]) or a signification impact to a historical resource (as defined in §15064.5[b] of the CEQA Guidelines).

Lindstrom's Feature 8 consists of a ground sluice drain related to the Willow Hill Springs Mining Works (P-34-002237) and coincides with the present APE only for a short crossing of the southeastern arm of the current APE. During a 2005 study, Ric Windmiller recommended that Lindstrom's Feature 18 retained its potential eligibility for listing in the NRHP/CRHR under criteria A/1. The HELIX survey of the APE identified a wooden bridge that crosses the Lindstrom's Feature 18 ditch. The proposed project could route construction-related traffic in the vicinity of Lindstrom's Feature 18 over the wooden bridge, including equipment, vehicles, and project personnel to and from the location of the dam valve replacement. There would be no incursion into the area surrounding Lindstrom's Feature 18, and, therefore, no modification of its alignment, construction characteristics, or appurtenant features. As a result, the proposed project would not result in an adverse effect (as defined in 36 CFR §800.16[l][1]) or a signification impact to a historical resource (as defined in §15064.5[b] of the CEQA Guidelines).

However, in the unlikely event that archaeological cultural resources are discovered during project construction, implementation of Mitigation Measure CUL-1 would reduce potential impacts to less than significant.

Mitigation Measure CUL-1: Accidental Discovery of Cultural Resources

In the event that cultural resources are exposed during ground-disturbing activities, construction activities shall be halted within 100 feet of the discovery. Cultural resources could consist of, but are not limited to: stone, bone, wood, or shell artifacts, or features, including hearths, structural remains, or historic dumpsites. If the resources cannot be avoided during the remainder of construction, an archaeologist retained by the project Contractor, who meets the Secretary of the Interior's *Professional Qualifications Standards*, shall assess the resource and provide appropriate management

recommendations. If the discovery proves to be National Registry of Historic Places (NRHP) or California Register of Historical Resources (CRHR)-eligible, additional documentation and analysis, such as data recovery excavation, may be warranted.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant with Mitigation. No human remains are known to exist within the project site, and there were no indications of human remains found during the field survey. However, there is the potential that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, implementation of Mitigation Measure CUL-2 would reduce potential impacts to less than significant.

Mitigation Measure CUL-2: Accidental Discovery of Human Remains

In the event of an accidental discovery or recognition of human remains, Public Resources Code (PRC) Section 5097.98 must be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the project Contractor shall inform the City and the following steps shall be taken:

1. There shall be no further excavation or disturbance of the specific location, or any nearby area reasonably suspected to overlie adjacent human remains until the Sacramento County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in PRC Section 5097.98, or

2. Where the following conditions occur, the landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance:

    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;

    - The descendent identified fails to make a recommendation; or,

    - The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Setting

California's electricity needs are satisfied by a variety of entities, including investor-owned utilities, publicly owned utilities, electric service providers and community choice aggregators. In 2020, the California power mix totaled 272,576 gigawatt hours (GWh). In-state generation accounted for 51 percent of the state's power mix. The remaining electricity came from out-of-state imports (California Energy Commission [CEC] 2021a). Table 9, *California Electricity Sources 2020*, provides a summary of California's electricity sources as of 2020.

TABLE 9: CALIFORNIA ELECTRICITY SOURCES 2020

Fuel Type	Percent of California Power
Coal	2.74
Large Hydro	12.21
Natural Gas	37.06
Nuclear	9.33
Oil	0.01
Other (Petroleum Coke/Waste Heat)	0.19
Renewables (Excluding Large Hydro)	33.09
Unspecified	5.36

Source: CEC 2021a

Natural gas provides the largest portion of the total in-state capacity and electricity generation in California, with nearly 45 percent of the natural gas burned in California used for electricity generation in a typical year. Much of the remainder is consumed in the residential, industrial, and commercial sectors for uses such as cooking, space heating, and as an alternative transportation fuel. In 2012, total natural gas demand in California for industrial, residential, commercial, and electric power generation was 2,313-billion cubic feet per year (bcf/year), up from 2,196-bcf/year in 2010 (CEC 2021b).

Transportation accounts for a major portion of California's energy budget. Automobiles and trucks consume gasoline and diesel fuel, which are nonrenewable energy products derived from crude oil. Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles (SUVs). In 2015, 15.1-billion gallons

of gasoline were sold in California (CEC 2021c). Diesel fuel is the second most consumed fuel in California, used by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats, and farm and construction equipment. In 2015, 4.2-billion gallons of diesel were sold in California (CEC 2021d).

Impact Analysis

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The proposed project would not result in potentially significant environmental impact due to wasteful, unnecessary consumption of energy resources, during project construction or operation. The proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir. Energy use associated with the proposed project would be primarily in the form of diesel and gasoline consumption from on- and off-road vehicles and equipment used during construction. Construction would use standard methods and equipment to meet the project objectives and would not create a wasteful, inefficient, or unnecessary consumption of energy resources.

Construction of the project would incorporate on-site energy conservation features. The following practices would be implemented during project construction to reduce waste and energy consumption:

- Follow maintenance schedules to maintain equipment in optimal working order and rated energy efficiency, which would include, but not be limited to, regular replacement of filters, cleaning of compressor coils, burner tune-ups, lubrication of pumps and motors, proper vehicle maintenance, etc.;

- Reduce on-site vehicle idling; and,

- In accordance with CALGreen criteria as well as state and local laws, at least 50 percent of on-site construction waste and ongoing operational waste would be diverted from landfills through reuse and recycling.

Operation of the proposed valve operator infrastructure would be mechanically operated and would not add new energy requirements for continued operation and maintenance of the Willow Hill Reservoir dam. Therefore, the impact would be less than significant, and no mitigation would be necessary.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The proposed project would not include energy consumption sources that are directly subject to State or local energy efficiency plans. During project operation, maintenance activities would be similar to existing conditions and would not involve an increase in energy use. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The impact would be less than significant, and no mitigation would be necessary.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Environmental Setting

Regional Geology

Folsom is located within the Great Valley geomorphic province, composed of the San Joaquin and Sacramento Valleys. The province is generally bounded by the Sierra Nevada Mountains to the east, Coast Ranges to the west, Transverse Ranges to the south, and Klamath Mountains to the north. The region has been determined by the California Division of Mines and Geology (CDMG) as generally being underlain on the west with alluvium, lake, playa, and terrace deposits and on the east with Pliocene or Pleistocene sandstone, shale, and gravel deposits (City 2018).

Soils

Four soil map units are mapped within the project site: Xerorthents, dredge tailings, 2 to 50 percent slopes; Redding gravelly loam, 0 to 8 percent slopes, Major Land Resource Area (MLRA) 17; Red Bluff loam, 2 to 5 percent slopes; and Hadselville-Pentz complex, 2 to 30 percent slopes. The general characteristics and properties associated with these soils are summarized in Table 10, *Soil Characteristics* (Natural Resources Conservation Service [NRCS] 2024).

TABLE 10: SOIL CHARACTERISTICS

SOIL NAME	RUNOFF CLASS	SLOPE (PERCENTAGE)	DRAINAGE CLASS
Xerorthents, dredge tailings	Low	2-50	Somewhat excessively drained
Redding gravelly loam	Very High	0-8	Moderately well drained
Hadselville-Pentz complex	Low	2-30	Moderately well drained
Red Bluff loam	Medium	2-5	Well drained

Source: NRCS 2024

Soils that expand by shrinking or swelling can create a hazard, possibly causing structural damage over a long period of time. Expansive soils are largely comprised of clays, which expand in volume when water is absorbed and shrink as the soil dries, stressing building foundations, roads, and other structures. None of the soils underlying the City have high shrink/swell potential; however, the small area of the project site located at the intersection of the proposed southwestern access route and Prairie City Road contains Red Bluff soil, which has a moderate shrink/swell potential (City 2018).

Soil erosion creates a potential hazard for land development, both to on-site structures and waterways and structures downstream of eroding soil. The northeastern portion of the project site is characterized as low erosion susceptibility, and the southwestern portion of the project site is characterized as medium erosion susceptibility (City 2018).

Regulatory Setting

The City of Folsom regulates the effects of soils and geological constraints on urban development primarily through enforcement of the California Building Code (CBC), which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology. Additionally, the City has adopted a Grading Code (Folsom Municipal Code Section 14.29) that regulates grading citywide to control erosion, storm water drainage, revegetation, and ground movement (City 2025).

Impact Analysis

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

   i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

Less than Significant Impact. The proposed project would not cause a substantial adverse impact, either directly or indirectly, involving the rupture of an earthquake fault mapped as part of an Alquist-Priolo Earthquake Fault Zoning map. According to the DOC Earthquake Zones of Required Investigation Map, the project is within an unevaluated area, and no fault zones are known to exist within the project site (DOC 2024b). According to the Fault Activity Map of California, prepared by the California Geological Survey, the closest fault to the site is indicated to be the Bear Mountain Fault Zone of the Foothills Fault System, located approximately 10 miles east of the site. The nearest Alquist-Priolo Earthquake Fault Zone is the Cleveland Hill Fault of the Foothills Fault System, located approximately 60 miles north of the site (DOC 2024c). Ground rupture is unlikely at project site; therefore, the project would not expose people or structures to potential substantial adverse effects caused by the rupture of a known fault. The impact would be less than significant, and no mitigation would be necessary.

ii. Strong seismic ground shaking?

Less than Significant Impact. The proposed project would not cause a substantial adverse impact, either directly or indirectly, from strong seismic ground shaking. While earthquake-induced ground shaking could occur in the project vicinity, historically, seismic activity in the Folsom area has been limited. The proposed project would be constructed in accordance with standards imposed by the City of Folsom through the Grading Code, and in compliance with CBC requirements. As a result, the project would not expose people or structures to substantial adverse effects of seismic events. Therefore, the impact would be less than significant, and no mitigation would be necessary.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The proposed project would not cause a substantial adverse impact, directly or indirectly, from seismic-related ground failure, including liquefaction. Liquefaction is a soil strength and stiffness loss phenomenon that typically occurs in loose, saturated cohesionless soils (such as poorly compacted sand) due to strong ground shaking during earthquakes. The potential for liquefaction at a site is usually determined based on the results of a subsurface geotechnical investigation and the groundwater conditions beneath the site. Hazards to buildings associated with liquefaction include bearing capacity failure, lateral spreading, and differential settlement of soils below foundations, which can contribute to structural damage or collapse. As mentioned in a.i) the project is within an unevaluated area and is not located within a known liquefaction zone. Additionally, as mentioned in a.ii), the seismic activity in the Folsom area has been limited. The proposed project would be designed in accordance with CBC standards for seismic stability. Therefore, liquefaction is unlikely at the project site and the impact would be less than significant. No mitigation would be necessary.

iv. Landslides?

Less than Significant Impact. The proposed project would not directly or indirectly cause a potential substantial adverse impact involving landslides. The project site consists of the seven-acre reservoir and areas of open space. As mentioned in question a.i), the project site is not located near a fault and is not located within an Alquist-Priolo Earthquake Fault Zone. Additionally, according to the Earthquake Zones of Required Investigation Map, the project is not within a known landslide zone (DOC 2024b). Therefore, landslides are unlikely at the project site and impacts would be less than significant. No mitigation would be necessary.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The proposed project would not result in substantial soil erosion or the loss of topsoil. Construction of the proposed project would require surface disturbance, which may include the removal of stabilizing surfaces, excavation, and backfill. However, after completion of construction activities, these surfaces would be restabilized, and there would be no change of erosion potential in the project area. Potential short-term impacts from construction would be addressed through conformance with applicable elements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, including implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would implement Best Management Practices (BMPs) during construction to reduce on-site erosion of disturbed soil. Therefore, with implementation of the SWPPP and BMPs, the project would not result in substantial soil erosion or the loss of topsoil, and the impact would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact. The proposed Project would not be located on or result in unstable geologic deposits or soils such that on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would potentially occur. Soils on the project site are mapped as Xerorthents, dredge tailings, 2 to 50 percent slopes; Redding gravelly loam, 0 to 8 percent slopes; Hadselville-Pentz complex, 2 to 30 percent slopes; and Red Bluff loam, 2 to 5 percent slopes. The soil types include somewhat excessively drained, moderately well drained, and well drained classes. Runoff classes include low, medium, and very high (NRCS 2024). As described above in the impact analysis for question a.iv) above, the proposed project would not result in adverse effects related to landslides. The potential for lateral spreading and subsidence is related to a site's potential for liquefaction. As described in question a.iii), the project site is not located within a liquefaction zone and the potential adverse effects related to liquefaction would be less than significant. Additionally, the project would be designed in accordance with the CBC, which includes measures to reduce geologic impacts. Therefore, the impact would be less than significant, and no mitigation would be necessary.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. Expansive soils are fine-grained soils (generally high plasticity clays) that can undergo a significant increase in volume with an increase in water content, and a significant decrease in volume with a decrease in water content. Changes in the water content of a highly expansive soil can result in severe distress to structures constructed on or against the soil. The shrink swell behavior of expansive soils can lead to damage of project improvements over time if not addressed appropriately prior to construction. Expansive soils generally consist of clay type soils such as smectite, bentonite, montmorillonite, beidellite, vermiculite, and others are known to expand with changes in moisture content. According to the City General Plan EIR, Figure 11-2, none of the soils mapped in the City have high shrink/swell potential; however, a small portion of the project site located at the intersection of the proposed southwestern access route and Prairie City Road contains Red Bluff soil, which has a moderate shrink/swell potential (City 2018). The proposed project would be constructed in accordance with standards imposed by the City of Folsom through the Grading Code, and in compliance with the seismic safety requirements specified in the CBC, including standards to minimize

impacts from expansive soils. Therefore, the impact would be less than significant, and no mitigation would be necessary.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project does not include the use of septic tanks, nor does it include any features that require wastewater disposal or connection to the existing wastewater treatment system. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed project would have no impacts associated with septic systems. No impact would occur, and no mitigation would be necessary.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation. No previous surveys conducted in the project area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. Further, the EIR prepared for the 2035 Folsom General Plan concluded there are no known paleontological resources in the 2035 Plan Evaluation Area. While the likelihood of encountering paleontological resources and other geologically sensitive resources is considered low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. Therefore, the proposed project could result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measure GEO-1 would reduce potentially significant impacts to a level of less than significant.

Mitigation Measure GEO-1: Avoid and Minimize Impacts to Paleontological Resources

In the event paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist retained by the project Contractor, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under the California Environmental Quality Act (CEQA), the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code (PRC) Section 21083.2.

VIII. GREENHOUSE GAS EMISSIONS

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

This section is based on the Air Quality and Greenhouse Gas Emissions Analysis prepared by HELIX in April 2025 for the proposed project (HELIX 2025a).

Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as greenhouse gases (GHG) because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with: (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition.

The GHGs defined under California's Assembly Bill (AB) 32 include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Estimates of GHG emissions are commonly presented in carbon dioxide equivalents (CO_2e), which weigh each gas by its global warming potential (GWP). Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. GHG emissions quantities in this analysis are presented in metric tons (MT) of CO_2e. For consistency with United Nations Standards, modeling, and reporting of GHGs in California and the U.S. use the GWPs defined in the Intergovernmental Panel on Climate Change's (IPCC) Fourth Assessment Report (IPCC 2007): CO_2 – 1; CH_4 – 25; N_2O – 298.

Significance Criteria

Given the relatively small levels of emissions generated by a project in relationship to the total amount of GHG emissions generated on a national or global basis, individual projects are not expected to result in significant, direct impacts with respect to climate change. However, given the magnitude of the

impact of GHG emissions on the global climate, GHG emissions from new development could result in significant, cumulative impacts with respect to climate change. Thus, the potential for a significant GHG impact is limited to cumulative impacts. According to Appendix G of the CEQA Guidelines, the following criteria may be considered in establishing the significance of GHG emissions:

Would the project:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

The final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b). The City's GHG Reduction Strategy Checklist, is a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5 (City 2021). Consistency with the GHG Reduction Strategy Checklist may be used to determine the significance of the project's GHG emissions. However, as the proposed project is an infrastructure construction project and is not a typical land use development project, the City's GHG Reduction Strategy Checklist would not apply. However, SMAQMD has adopted a GHG construction threshold of 1,100 MT CO_2e per year for a project's construction emissions (SMAQMD 2020a). A project with an emission rate below this threshold is generally considered to have a less than significant impact on GHG emissions. SMAQMD's 1,100 MT CO_2e per year construction emissions threshold would apply to the proposed project.

Impact Analysis

a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact.

Construction Emissions

Project construction GHG emissions were quantified using CalEEMod 2022.1, as discussed in *Methodology and Assumptions*. GHG emissions would be generated by the project during construction (vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips). The results of the construction GHG emissions calculations were compared to the SMAQMD threshold in Table 11, *Construction GHG Emissions*. As shown in Table 11, the construction GHG emissions would not exceed the SMAQMD construction GHG threshold.

Table 11: CONSTRUCTION GHG EMISSIONS

Year of Emissions	Emissions (MT CO_2e)
2026	51
SMAQMD Construction Threshold (per year)	*1,100*
Exceed Threshold?	No

Source: HELIX 2025a
GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent

Operational Emissions

Operation of the proposed project would involve the continued maintenance of the dam infrastructure and the Willow Hill Reservoir. Staff that currently maintain the dam and Willow Hill Reservoir, typically two City staff at a given time, would perform the maintenance tasks required for the proposed project and would require only occasional, "as-needed" maintenance trips. Changes in project operational emissions would be negligible compared to operational emissions from the existing dam and Willow Hill Reservoir.

Impact Summary

The project's calculated construction period GHG emissions would not exceed the SMAQMD's construction threshold. Operation of the proposed project would result in negligible new GHG emissions. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and the impact would be less than significant.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Less than Significant Impact. There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Senate Bill (SB) 32 requires achievement of Statewide GHG emissions of 40 percent below 1990 levels by 2030. AB 1279 sets a goal to achieve net zero Statewide GHG emissions as soon as possible, but no later than 2045. Statewide plans and regulations such as GHG emissions standards for vehicles, the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the Statewide level; as such, compliance at the project level is not addressed. Therefore, the proposed project would not conflict with those plans and regulations.

The proposed project would replace, rehabilitate, and improve the existing dam infrastructure at the Willow Hill Reservoir. Staff that currently maintain the dam and Willow Hill Reservoir, typically two City staff at a given time, would perform the maintenance tasks required for the proposed project Staff that currently maintain the dam and Willow Hill Reservoir, typically two City staff at a given time, would perform the maintenance tasks required for the proposed project and would require only occasional, "as-needed" maintenance trips. Therefore, no new vehicle miles traveled (VMT) would be generated from the proposed project. In addition to regional VMT projections, CARB and Sacramento Area Council of Governments (SACOG) utilize local growth projections to develop the strategies and measures in the 2022 Scoping Plan and 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The proposed project would rehabilitate and improve the existing dam infrastructure at the Willow Hill Reservoir and would therefore not result in population growth. As a result, the project would not conflict with SACOG's 2020 MTP/SCS and CARB's 2022 Scoping Plan, and the impact would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Environmental Setting

The proposed project is located in the City of Folsom. The nearest school to the project site is Folsom High School, located immediately west of the proposed project. The nearest public airport is the Cameron Airpark, located approximately 9.5 miles east of the project site.

The following databases were reviewed for the project site and surrounding area to identify potential hazardous contamination sites: the State Water Resources Control Board's GeoTracker tool (SWRCB 2025), California Department of Toxic Substance Control's (DTSC) EnviroStor online tool (DTSC 2025); and the USEPA's Superfund National Priorities List (USEPA 2025). Based on the results of the databases reviewed, no hazardous waste sites are on the proposed project site.

Federal and State laws include provisions for the safe handling of hazardous substances. The federal Occupational Safety and Health Administration (OSHA) administers requirements to ensure worker safety. Construction activity must also be in compliance with the California OSHA regulations (Occupational Safety and Health Act of 1970).

Impact Analysis

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The proposed project would not result in a significant hazard related to the transport, use, or disposal of hazardous materials. The proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir. Construction activities may involve the limited transport, storage, use, and/or disposal of hazardous materials, such as for the fueling and servicing of construction equipment on-site. These activities would be short-term or one-time in nature and would be subject to federal, State, and local health and safety regulations, which would minimize hazards related to the use of these materials. Long-term operation of the proposed project would not involve the use or permanent storage of hazardous materials. Therefore, the impact would be less than significant, and no mitigation would be necessary.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. As discussed above in question a), limited amounts of hazardous materials would be used during construction; however, these materials would be used and stored in accordance with applicable regulations that would limit the potential for their accidental release. As the proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir and would not involve the use of hazardous materials, there are no reasonably foreseeable upset or accident conditions that would result in the release of hazardous materials into the environment. Therefore, the impact would be less than significant, and no mitigation would be necessary.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The nearest school to the project site is Folsom High School, located adjacent to the west of the project site. As previously discussed under question a) and b), construction activities may involve the limited transport, storage, use, and/or disposal of hazardous materials, such as for the fueling and servicing of construction equipment on-site. These activities would be short-term or one-time in nature and would be subject to federal, State, and local health and safety regulations, which would minimize hazards related to the use of these materials. Long-term operation of the proposed project would involve little or no hazardous materials since the proposed project would involve periodic operation of the dam operator infrastructure and would not emit hazardous materials. Therefore, the impact would be less than significant, and no mitigation would be necessary.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. As noted above, the following databases were reviewed for the project site and surrounding area to identify potential hazardous contamination sites: the SWRCB GeoTracker tool (SWRCB 2025), DTSC EnviroStor online tool (DTSC 2025); and the USEPA's Superfund National Priorities List (USEPA 2025). Based on the results of the databases reviewed, no hazardous waste sites are on the proposed project site. Therefore, the proposed project would not create a significant hazard to the public or the environment and no impact would occur. No mitigation would be necessary.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The proposed project is not located within an airport land use plan and is not located within two miles of a public airport or public use airport. The nearest public airport is the Cameron Airpark, located approximately 9.5 miles east of the project site. Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area and no impact would occur. No mitigation would be necessary.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The City of Folsom maintains pre-designated emergency evacuation routes as identified in the *City of Folsom Evacuation Plan* (City 2020a). The proposed project is located in evacuation plan area #31-Willow Hill/Folsom Gateway, which identifies Prairie City Road as a major evacuation route, and Iron Point Road as a minor evacuation route. Additionally, Folsom High School is identified as a critical facility and evacuation center. During construction, vehicles and large construction equipment would utilize the local roads to access the site; however, no public roadway or lane closures are expected during construction. During operation of the project, no component of the proposed project would modify any pre-designated emergency evacuation route or preclude their continued use as an emergency evacuation route. Therefore, the impact would be less than significant, and no mitigation would be necessary.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. The proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir. As discussed in Section 9.XX, Wildfire, according to the California Department of Fire and Forestry's (CAL FIRE's) Fire Hazard Severity Zone Map, the project site is located within a Local Responsibility Area and is not located within a Very High Fire Hazard Severity Zone. Additionally, the project site is not located within or near a State Responsibility Area (CAL FIRE 2024). Therefore, the proposed project would not expose people or structures to significant risk, and the impact would be less than significant. No mitigation would be necessary.

X. HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i. Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
	ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	☐	☐	☒	☐
	iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	☐	☐	☒	☐
	iv. Impede or redirect flood flows?	☐	☐	☒	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Setting

The primary waterway within the City of Folsom is the Lower American River. The American River watershed covers approximately 2,100 square miles northeast of Sacramento, spanning portions of Sacramento, El Dorado, and Placer counties. The American River watershed, including all its tributaries, is divided into three major subbasins, the North Fork American River, the South Fork American River and the Lower Fork American River. The Lower Fork American River subbasin begins at Folsom Dam and extends 30 miles downstream to the mouth of the American River at its confluence with the Sacramento River (City 2018).

The City of Folsom city limits include a portion of Folsom Lake. The lake, created by the construction of Folsom Dam in 1955, is operated by the U.S. Bureau of Reclamation (USBR) to meet a variety of uses,

including flood management, water supply, water quality, power generation, recreation, and fish and wildlife habitat. The lake has a storage capacity of 977,000 acre feet and serves as the principal water source for the City of Folsom, through a contract with USBR (City 2018).

The City of Folsom is not located in an area of important groundwater recharge. It is situated in an area dominated by bedrock formations of the Sierra Nevada foothill complex, where groundwater is found primarily in fractured geologic formations. Domestic water in the City is provided solely from surface water sources. Two groundwater subbasins of the Sacramento Valley Groundwater Basin underlie the City of Folsom, the North American Subbasin and the South American River Subbasin (City 2018).

Federal Emergency Management Agency (FEMA) flood insurance rate maps were reviewed for the project's proximity to a 100-year floodplain. The proposed project is located on FEMA panel 06067C0119J, effective February 22, 2024. The Willow Hill Reservoir and immediate surrounding land area is mapped as Zone A, which represents a 100-year floodplain (FEMA 2025).

Regulatory Setting

Section 404 of the CWA establishes a permit program administered by USACE that regulates the discharge of dredged or fill material into waters of the U.S. (including wetlands). Implementing regulations by USACE are found at 33 CFR Parts 320-332. The Section 404 (b)(1) Guidelines were developed by the USEPA in conjunction with USACE (40 CFR Part 230), allowing the discharge of dredged or fill material for non-water dependent uses into special aquatic sites only if there were no practicable alternative that would have less adverse impacts.

Any action requiring a CWA Section 404 permit, or a Rivers and Harbors Act Section 10 permit, must also obtain a CWA Section 401 Water Quality Certification. The State of California Water Quality Certification (WQC) Program was formally initiated by the State Water Resources Control Board (SWRCB) in 1990 under the requirements stipulated by Section 401 of the CWA. Although the CWA is a federal law, Section 401 of the CWA recognizes that states have the primary authority and responsibility for setting water quality standards. In California, under Section 401, the State and Regional Water Boards are the authorities that certify that the issuance of a federal license or permit does not violate California's water quality standards (i.e., that they do not violate Porter-Cologne and the Water Code). The WQC Program currently issues the WQC for discharges requiring USACE's permits for fill and dredge discharges within waters of the U.S. and now also implements the State's wetland protection and hydromodification regulation program under the Porter-Cologne Water Quality Control Act.

Under the Procedures and the State Water Code (Water Code §13050[e]), "waters of the State" are defined as "any surface water or groundwater, including saline waters, within the boundaries of the State." Unless excluded by the Procedures, any activity that could result in discharge of dredged or fill material to waters of the State, which includes waters of the U.S. and non-federal waters of the State, requires filing of an application under the Procedures.

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act, Water Code Section 13000 *et seq*.) is California's statutory authority for the protection of water quality in conjunction with the federal CWA. The Porter-Cologne Act requires the SWRCB and RWQCBs under CWA to adopt and periodically update water quality control plans or basin plans. Basin plans are plans in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California. The Porter-Cologne Act also requires dischargers of pollutants or dredged or fill material to notify the

RWQCBs of such activities by filing Reports of Waste Discharge and authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, National Pollution Discharge Elimination System (NPDES) permits, CWA Section 401 water quality certifications, or other approvals.

The City is a signatory to the Sacramento Countywide NPDES permit for the control of pollutants in urban stormwater. Since 1990, the City has been a partner in the Sacramento Stormwater Quality Partnership, along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, and Rancho Cordova. These agencies are implementing a comprehensive program involving public outreach, construction and industrial controls (i.e., BMP, water quality monitoring, and other activities designed to protect area creeks and rivers). The project would be required to implement all appropriate program requirements.

The City's *Design and Procedures Manual and Improvement Standards* maintains standard construction specifications and details to reduce the potential impacts of urban development on stormwater quality and quantity, erosion and sediment control, flood protection, and water use (City 2020b).

Standard construction conditions required by the City include:

- Water Pollution – requires compliance with City water pollution regulations, including NPDES provisions.
- Clearing and Grubbing – specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a SWPPP to control erosion and siltation of receiving waters.
- Reseeding – specifies seed mixes and methods for reseeding graded areas.

Additionally, the City enforces the following requirements of the Folsom Municipal Code as presented in Table 12, *City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development*.

Table 12: CITY OF FOLSOM MUNICIPAL CODE SECTIONS REGULATING THE EFFECTS ON HYDROLOGY AND WATER QUALITY FROM URBAN DEVELOPMENT

Code Section	Code Name	Effect of Code
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

Source: City 2025.

Impact Analysis

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Prior to construction of the proposed project, the northern inlet to the Willow Hill Reservoir would be temporarily shut off to lower the water elevation of the reservoir via evaporation. Following installation of the temporary coffer dam, the construction area would then be entirely dewatered to allow for "construction in the dry." Project construction would be subject to all of the City's standard code requirements, including conditions for the discharge of urban pollutants and sediments to the storm-drainage system, and restrictions on uses that cause water or erosion hazards.

The proposed project would require the City to obtain Section 404 authorization from the USACE and a Section 401 WQC from the CVRWQCB prior to the start of construction. Adherence to the requirements of the 401 Water Quality Certification and/or WDR would ensure any accidental release of chemicals, watering for dust control, and alterations to existing jurisdictional drainages do not violate water quality standards, waste discharge requirements, or otherwise substantially degrade surface or ground water quality. As construction and temporary dewatering of the Willow Hill Reservoir would involve ground disturbance to more than one acre of soil, the City would be required to obtain coverage for the project under the Construction Stormwater General Permit from the CVRWQCB and comply with all conditions of the permit. The project would also be required to implement an approved SWPPP, which would include BMPs for erosion and sediment control including, but not limited to, check dams, fiber rolls, sandbags, and siltation fences. Compliance with various federal, State, and local water quality standards would ensure that construction of the proposed project would not violate water quality standards or waste discharge permits, or otherwise substantially degrade water quality.

Following construction, the temporary coffer dam would be removed, and the northern inlet would be turned on to allow the reservoir to return to pre-construction conditions. Operation of the proposed project would involve exercising the upstream slide gate valve approximately twice per year. Occasional maintenance activities would involve periodic testing of the valve as well as general maintenance to the valve operator infrastructure as needed. Impacts related to water quality or waste discharge are not anticipated for post-construction operation or maintenance of the dam. Therefore, impacts related to water quality standards, waste discharge requirements, or surface or ground water quality would be less than significant, and no mitigation would be necessary.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. Implementation of the proposed project would not result in the use of groundwater because domestic water in the City is provided solely from surface water sources. While the proposed project would result in the construction of small areas of impervious surfaces, primarily from the concrete landing and reinforced concrete grade beam, which could affect groundwater recharge, the site is not known to be important to groundwater recharge. Further, because the proposed project would not rely on groundwater for domestic water or irrigation purposes, and because the site is not an important area of groundwater recharge, implementation of the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, the impact would be less than significant, and no mitigation would be necessary.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?

Less than Significant Impact. Currently, overflow from the reservoir is discharged through the rip rap-lined spillway located immediately east of the existing dam, which drains to the Rebel Hill Ditch. The Willow Hill Reservoir is fed by an inlet valve that receives raw water from Folsom Lake, which would be temporarily shut off prior to construction to allow for partial dewatering of the reservoir through evaporation. Construction of the proposed project, including staging of construction equipment and partial dewatering of the Willow Hill Reservoir, would result in temporary ground disturbance that could result in erosion or siltation on site. However, as discussed in question a) above, the project would be required to implement an approved SWPPP, which would include BMPs for erosion and sediment control including, but not limited to, check dams, fiber rolls, sandbags, and siltation fences. The proposed project would also require the City to obtain CWA Sections 401 and 404 permits/authorizations issued by the CVRWQCB and USACE, respectively. Compliance with the construction SWPPP and implementation of the CWA Sections 401 and 404 permits would reduce construction-related impacts to less than significant.

Implementation of the proposed project would introduce small areas of impervious surfaces, primarily from the concrete landing and reinforced concrete grade beam, which would increase the amount of surface runoff. However, due to the small area of impervious surfaces, and because surface runoff would primarily flow into the reservoir, similar to existing conditions, the proposed project would not substantially increase the rate or amount of surface water, nor would surface runoff generated by the proposed project exceed the capacity of the stormwater drainage systems. Therefore, the impact would be less than significant, and no mitigation would be necessary for question c).

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The City of Folsom is located approximately 95 miles from the Pacific Ocean. Therefore, there would be no possibility of inundation by tsunami. The City is located adjacent to Folsom Lake, a reservoir of the American River impounded by a main dam on the river channel and wing dikes. Areas of the City adjacent to the wing dikes could be adversely affected by a seiche as a result of an earthquake, either through sloshing within a full reservoir or by a massive landslide or earth movement into the lake. Although historic seismic activity in the City has been minor, the potential for strong ground shaking is present and the possibility exists of a strong earthquake occurring when lake levels are high. Although unlikely, this could create a large enough wave to overtop or breach the wing dikes.

The Willow Hill Reservoir and immediate surrounding land area is mapped as Flood Zone A, which represents an area with a 1 percent change of annual flooding. However, the purpose of the proposed project is to replace, rehabilitate, and improve the dam infrastructure to extend the serviceable life of

the dam, which would thereby reduce the risk of flooding of the Willow Hill Reservoir. Further, as discussed in Section 9.IX, Hazards and Hazardous Materials, construction activities may involve the limited transport, storage, use, and/or disposal of hazardous materials, such as for the fueling and servicing of construction equipment on-site. These activities would be short-term or one-time in nature and would be subject to federal, State, and local health and safety regulations, which would minimize hazards related to the use of these materials. As discussed in question a) above, the project would be required to implement an approved SWPPP, which would require measures such as preventing the storage of excess materials such as oil, petroleum products, and fuel from being deposited near surface water bodies or drainages. Once constructed, the project would not contain any pollutants that could be released in the event of site flooding. For these reasons, there would be no potentially significant impact from inundation by seiche, tsunami, or mudflow. The impact would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As discussed in question a) above, the project would require preparation of a SWPPP and obtaining CWA Sections 401 and 404 permits/authorizations issued by the RWQCB and USACE, respectively. Compliance with these requirements would ensure that the proposed project would comply with all water quality control plan requirements. As discussed in question b), the proposed project would not affect groundwater recharge or management. Therefore, the impact related to conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan would be less than significant.

XI. LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Environmental Setting

The proposed project is located within the City of Folsom. The City regulates land use through the various plans and ordinances adopted by the City, including the City of Folsom General Plan and the City of Folsom Municipal Code and Zoning Code.

The General Plan is a long-term planning document that directs appropriate land uses for all land parcels within the City. Under the General Plan, Parcel 1 is designated Parks (P), Parcel 2 is designated Public and Quasi-Public Facility (PQP), and Parcel 3 is designated Regional Commercial Center (RCC).

Developed land uses in the City of Folsom are regulated specifically by the City's Zoning Code (Title 17 of the Folsom Municipal Code), in addition to the other adopted regulations and programs that apply to all proposed development within the City. In more detail than the General Plan, the Zoning Code regulates land uses on a parcel-by-parcel basis throughout the City. Regulations for each district apply equally to all properties within the district. Parcel 1 is zoned Open Space and Conservation District (OSC); Parcel 2 is zoned General Commercial, Planned Development District (C-3 PD); and Parcel 3 is zoned General Apartment, Planned Development District (R-4 PD).

Impact Analysis

a) Physically divide an established community?

No Impact. The project site is located within the Willow Hill Reservoir Community Park and is bordered by the Folsom High School campus, residential development, open space, Prairie City Road, and U.S. 50. The proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir. The proposed project would not physically divide an established community. Therefore, no impact would occur, and no mitigation would be necessary.

b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. As discussed in question a) above, the proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir and would not require changes to the existing zoning or General Plan land use designation. The proposed project would not conflict with any land use

plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact would occur, and no mitigation would be necessary.

XII. MINERAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Environmental Setting

The State of California, under the Surface Mining and Reclamation Act (SMARA) act of 1975, can designate certain areas as having mineral deposits of regional significance. SMARA was enacted in response to land use conflicts between urban growth and essential mineral production. It requires the California Geological Survey (CGS) to classify California lands into mineral resource zones (MRZ), defined as follows:

- MRZ-1: areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
- MRZ-2: areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- MRZ-3: areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4: areas where available information is inadequate for assignment into any other MRZ.

Urbanized areas and public parks are typically excluded from this determination, effectively removing almost the entire area north of U.S. 50 from consideration for mineral resources. Much of the area of the City south of U.S. 50, however, is designated under SMARA as having some minerals of regional or Statewide value. The western edge of the Folsom Plan Area Specific Plan (FPASP) area is designated as MRZ-3 for kaolin clay. It is currently unknown whether or not an economically valuable deposit of kaolin clay is present (City 2018).

There are no designated mineral resource extraction sites within the City limits. The nearest mining operations include five sites located south of White Rock Road, ranging from approximately 3.5 miles to 6.8 miles south of the project site (DOC 2024d).

Impact Analysis

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The proposed project is not located in a zone of known mineral or aggregate resources. Additionally, there are no designated mineral resource extraction sites within the City limits or in the project vicinity. Implementation of the project would not interfere with the extraction of any known mineral resources. Therefore, no impact would occur, and no mitigation would be necessary.

XIII. NOISE

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in:					
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

Existing Ambient Noise

The existing noise environment in the vicinity of the project site is dominated by vehicular traffic on U.S. 50, approximately 0.25 mile south of the project site, and Prairie City Road, approximately 600 feet west of the project site; use of the Prairie City Stadium and other Folsom High School facilities; and other ambient urban noise sources (e.g., parking lots; heating, ventilation and air conditioning [HVAC] systems). No airports are located within two miles of the project site, though occasional overflights and associated noise could occur from aircrafts landing and departing from the Cameron Airpark, approximately 9.5 miles northeast of the project site, and Mather Airport, approximately 10 miles southwest of the project site.

Noise Sensitive Land Uses

Noise-sensitive land uses (NSLU) are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Noise receptors (receivers) are individual locations that may be affected by noise. NSLUs in the project vicinity include residential development adjacent to the north, east, and south of the project site and Folsom High School to the west of the project site.

Noise Metrics

All noise-level and sound-level values presented herein are expressed in terms of decibels (dB), with A weighting, abbreviated "dBA," to approximate the hearing sensitivity of humans. Time averaged noise levels of one hour are expressed by the symbol "L_{EQ}" unless a different time period is specified. The

Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. This is similar to the Day Night sound level (L_{DN}), which is a 24-hour average with an added 10 dBA weighting on the same nighttime hours but no added weighting on the evening hours.

Because decibels are logarithmic units, noise levels cannot be added or subtracted through standard arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than from one source under the same conditions. For example, if one automobile produces a sound pressure level (S_{PL}) of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA—rather, they would combine to produce 73 dBA. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dBA louder than one source.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dBA changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000 Hertz [Hz]–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dBA are generally not perceptible. It is widely accepted, however, that people begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dBA increase is generally perceived as a distinctly noticeable increase, and a 10 dBA increase is generally perceived as a doubling of loudness.

Vibration Metrics

Groundborne vibration consists of rapidly fluctuating motions or waves transmitted through the ground with an average motion of zero. Sources of groundborne vibrations include natural phenomena and anthropogenic causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Peak particle velocity (PPV) is commonly used to quantify vibration amplitude. The PPV, with units of inches per second (in/sec), is defined as the maximum instantaneous positive or negative peak of the vibration wave. Decibels are also used compress the range of numbers required to describe vibration. Vibration velocity level (L_V) with units of VdB are commonly used to describe vibrations from transit sources.

Regulatory Setting

The Noise Control ordinance, Section 8.42 of the Folsom Municipal Code, regulates individual noise events and specifics noise measurement criteria, allowable exterior and interior noise standards, noise source exemptions and special situations, and penalties for violation. In accordance with Section 8.42.060 of the Folsom Municipal Code, noise from project construction activity would be considered significant for construction occurring before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday.

The City's General Plan Safety and Noise Element establishes a land use noise compatibility standard of 70 CNEL for playgrounds and neighborhood parks. Consistent with Section 8.42, of the Folsom Municipal Code, the Safety and Noise Element also established noise level standards from stationary sources. Section 8.42 of the Folsom Municipal Code establishes hourly noise level performance standards that are most commonly quantified in terms of the one-hour average noise level (L_{EQ}). Using the limits

specified in Table 8.42.040 of the Noise Ordinance, noise levels generated during project operation would be significant if they exceeded 50 dBA L_{EQ} from 7 a.m. to 10 p.m. and 45 dBA L_{EQ} from 10 p.m. to 7 a.m., measured at NSLU property boundaries.

Impact Analysis

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. The proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir. The project would replace the upstream slide gate valve structure; demolish the existing isolation valve and replace the exposed outlet pipe and downstream valve stem; install a raised landing and gate operator infrastructure at the top of the dam; and place rip rap and armoring on the upstream face of the dam.

Construction Noise

Construction of the project would generate elevated noise levels. The magnitude of the impact would depend on the type of construction activity, equipment, duration of activity, distance between the noise source and receiver, and any intervening structures. Construction of the proposed project is anticipated to require a crane, an excavator, backhoes, a concrete truck, a dump truck, and a flatbed truck. Construction noise would be regulated by Section 8.4.2.060, Noise Ordinance, of the Folsom Municipal Code, which states that construction activities are exempt from noise standards if they take place during daytime hours between 7 a.m. and 6 p.m. on weekdays and between 8 a.m. and 5 p.m. on Saturdays, with construction activities on Sunday or public holidays (City 2025). Project construction would only occur during these exempted hours. In addition, project construction work would be temporary and short-term; construction would last a total of approximately six months, including approximately three months to lower the elevation of the reservoir and approximately three months for project construction. Therefore, construction of the project would not result in the generation of a substantial temporary in ambient noise levels in the vicinity of the project in excess of standards established in City noise ordinance. The impact would be less than significant, and no mitigation would be necessary.

Operational Noise

Standard operation activities would be limited to maintenance activities that would be similar to current maintenance activities associated with the existing Willow Hill Dam and would not result in new noise sources or increases in ambient noise levels. Project operation would be periodic in nature and would not result in a substantial permanent increase in ambient noise levels in the vicinity of the project in project in excess of standards established in the City General Plan or noise ordinance. The impact would be less than significant, and no mitigation would be necessary.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Construction of the project would not include equipment or methods known to result in substantial groundborne vibrations such as pile driving, blasting, or the use of large vibratory rollers. Once operational, the project would not be a source of groundborne vibrations. Therefore, the project would not result in the generation of excessive groundborne vibration or

groundborne noise levels. The impact would be less than significant, and no mitigation would be necessary.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than Significant Impact. The closest airports to the project site are the Cameron Airpark, approximately 9.5 miles northeast of the project site, and Mather Airport, approximately 10 miles southwest of the project site. The project site is located within the review area identified in the Mather Airport Land Use Compatibility Plan. The project site is beneath the approach paths for runways 22 Left and 22 Right; however, the project site is not with the 60 dBA noise contour for the airport (SACOG 2022). Therefore, although the project site is subject to overflight by aircraft approaching and departing Mather Airport, the people working in the project area would not be exposed to excessive levels of noise due to aircraft or airport operations. The impact would be less than significant, and no mitigation would be necessary.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The City of Folsom's estimated population in 2023 was 84,782 people (U.S. Census Bureau 2023). The population is projected to increase to approximately 97,485 by 2035 (City 2018).

Impact Analysis

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would not induce unplanned population growth or displace substantial numbers of existing people or housing, necessitating the construction of replacement housing. The proposed project involves infrastructural improvements to the existing dam at the Willow Hill Reservoir to extend the serviceable life of the dam. Construction of the proposed project is expected to continue for approximately six months and would draw from the City's existing labor pool. The presence of construction workers at the project site would be temporary and would not require workers to relocate their households. Occasional operation and maintenance activities of the proposed project would involve existing City staff and would not generate an increase in employment that would increase the City population. Additionally, construction and operation of the proposed project would not displace any people or housing. Therefore, no impact would occur, and no mitigation would be necessary.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☐	☒

Environmental Setting

The proposed project is located within the Willow Hill Reservoir Community Park and is surrounded by land uses that are currently served by urban levels of public services. Public services provided by the City of Folsom in the project area include fire, police, school, park, and library services.

The City of Folsom Fire Department (FFD) provides fire protection and emergency medical services to the project area. There are six stations within the City of Folsom. Station 37 is nearest to the project site; it is located at 70 Clarksville Road, approximately 1.5 miles east of the project site.

The City of Folsom Police (FPD) Department is located at 46 Natoma Street, approximately 2.8 miles north of the project site.

The project site is located within the Folsom Cordova Unified School District and is within the attendance area for Gold Ridge Elementary School, located approximately 1.3 miles east of the project site; Natoma Station Elementary School, located approximately 1.3 miles west of the project site; and Folsom High School, located adjacent to the project site.

The City of Folsom has a program of maintaining and upgrading existing public services within the City, including the Parks and Recreation Master Plan, which was most recently updated in 2015. The Parks and Recreation Master Plan is a living document that identifies community-wide parks and recreation needs and provides new park development programming. The City of Folsom Parks and Recreation Department maintains 48 parks and over 50 miles of paved recreational trails. The project site is located within the Willow Hill Reservoir Community Park. Other parks near the project site include Mann Family Park, Amos P. Caitlin Park, Livermore Community, John Kemp Community Park, and Natoma Station/Ernie Sheldon Park. The project site encompasses the Willow Hill Reservoir Community Park, which provides recreational opportunities such as fishing, kayaking, and pedestrian trails.

Impact Analysis

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

b) Police protection?

Less than Significant Impact. The proposed project would not result in substantial adverse physical impacts to any fire or police protection services. The project site receives fire and police protection services from the City of Folsom Fire Department and City of Folsom Police Department. As discussed in Section 9.XIV, Population and Housing, the proposed dam improvements would not generate population growth in the City. However, there may be potential for a minimal increase in fire or police protection during the six-month construction period due to increased construction personnel and risk for accidents on site. These potential public service demands would be temporary and would be served by the existing staff of the FFD and FPD. Ongoing operation and maintenance of the proposed project is not expected to require fire or police protection services. Construction and operation of the proposed project would not alter acceptable service ratios or response times. Therefore, impacts related to fire and police protection would be less than significant, and no mitigation would be necessary.

c) Schools?

No Impact. The proposed project would not result in adverse physical impacts to schools. The project site is served by the Folsom Cordova School District and is in the attendance area for Gold Ridge Elementary School, Natoma Station Elementary School, and Folsom High School. As discussed in Section 9.XIV, Population and Housing, the proposed dam improvements would not directly or indirectly generate population growth in the City. Additionally, the proposed project would not develop any structures that may impact school capacities. No impact would occur, and no mitigation would be necessary.

d) Parks?

Less than Significant Impact. The proposed project would not result in substantial adverse physical impacts to any parks. The need for new or expanded park facilities is typically associated with a permanent population increase that generates the need for new or expanded park facilities. The proposed project involves infrastructural improvements to the existing dam at the Willow Hill Reservoir to extend the serviceable life of the dam. As discussed in Section 9.XIV, Population and Housing, the proposed dam improvements would not generate population growth in the City. However, the project site includes existing paved, gravel, and dirt trails and areas of open space within the Willow Hill Reservoir Community Park. Temporary closure of portions of the park would be required during construction of the proposed project, which may result in temporarily reduced operational capacity of the Willow Hill Reservoir Community Park. However, this minor reduction of park capacity would be temporary and short term. Following project construction, the park would resume typical levels of operation. The impact would be less than significant, and no mitigation would be necessary.

e) Other public facilities?

No Impact. The need for new or expanded public facilities (libraries, etc.) is typically associated with a permanent population increase that generates the need for new or expanded public facilities to be constructed. As discussed in Section 9.XIV, Population and Housing, the proposed dam improvements would not generate population growth in the City. Therefore, no impacts related to the need for other new or expanded public facilities would occur, and no mitigation would be necessary.

XVI. RECREATION

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Setting

As discussed in Section 9.XVI, Public Services, the City of Folsom has a program of maintaining and upgrading existing public services within the City, including the Parks and Recreation Master Plan, which was most recently updated in 2015. The Parks and Recreation Master Plan is a living document that identifies community-wide parks and recreation needs and provides new park development programming. The City of Folsom Parks and Recreation Department maintains 48 parks and over 50 miles of paved recreational trails.

The project site is located within the Willow Hill Reservoir Community Park, which provides recreational opportunities such as fishing, kayaking, and pedestrian trails. Other parks near the project site include Mann Family Park, Amos P. Caitlin Park, Livermore Community, John Kemp Community Park, and Ernie Sheldon Park.

Impact Analysis

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. The proposed project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur. Additionally, the project would not include new recreational facilities or require the construction or expansion of recreational facilities. The need for new or expanded park facilities is typically associated with a substantial permanent population increase that results in an increased demand on park facilities. As discussed in Section 9.XIV, Population and Housing, the proposed dam improvements would not generate population growth in the City. However, the project site includes existing paved, gravel, and dirt trails and areas of open space within the Willow Hill Reservoir Community Park. As discussed in question d) of Section 9.XV, Public Services, temporary closure of

portions of the park would be required during construction of the proposed project, which may result in a temporarily reduced operational capacity of the park. However, this minor reduction of park capacity would be temporary and short term. Following project construction, the park would resume typical levels of operation. Therefore, the impact on parks would be less than significant, and no mitigation would be necessary.

XVII. TRANSPORTATION

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d)	Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Setting

The following roadways provide primary circulation within the vicinity of the proposed project:

- **Iron Point Road** is an east-west arterial roadway with a raised median that runs from Folsom Boulevard to the eastern city limit along the north side of U.S. 50. Within the vicinity of the project site, Iron Point Road has six lanes, bike lanes, sidewalk, curb, and gutter. The posted speed limit is 45 miles per hour (mph). Turn pockets are provided at intersections.

- **Barnhill Drive** is a north-south residential road that begins at Iron Point Road and dead ends. Barnhill Drive is an unstriped road with sidewalks. The posted speed limit is 25 mph.

- **Blossom Rock Lane** is a north-south residential road that begins at Iron Point Road and dead ends; Blossom Rock Lane runs approximately parallel to Barnhill Drive. Blossom Rock lane is an unstriped road with sidewalks. The posted speed limit is 25 mph.

- **Prairie City Road** is a north-south arterial that extends from Blue Ravine Road to White Rock Road; north of Blue Ravine Road it is called Sibley Street. Within the vicinity of the project site, Prairie City Road is a six-lane urban arterial road between Iron Point Road and U.S. 50, and has bike lanes, sidewalk, curb, and gutter. The posted speed limit is 25 mph within the vicinity of the project site and Folsom High School. Turn pockets are provided at intersections.

Trails in the City provide access to regional recreational opportunities from Folsom Lake, neighborhood parks to wildlife observation and boating along the American River. Multi-use paths are an important component of the City's pedestrian network. Trails are often also categorized as Class I bicycle facilities. The 2035 General Plan EIR identifies a 1.1-mile segment of walking paths within the Willow Hill Reservoir Community Park as a Class I Bike Path (City 2018).

The City's 2007 Bikeway Master Plan provides the following descriptions of bikeways (City 2007):

- **Class I Bike Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

- **Class II Bike Lane:** Any portion of roadway designated for bicycle use and defined by pavement marking, curbs, signs, or other traffic-control devices.

- **Class III Bike Route:** A designated route through high demand corridors on existing streets that are usually shared with motor vehicles. Are indicated by periodic signs and do not require pavement markings.

- **Class IV bikeways:** A bikeway or "cycle track" for exclusive use of bicycles and includes a separation between the bikeway and through traffic lanes. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Public transit service in the City is primarily provided by the Folsom Stage Line and light rail service. Folsom Stage Line Route 10 provides service between the intersection of Main Street and Madison Avenue, and the Iron Point Road light-rail station. Weekday service is provided between 5:30 a.m. and 7:00 p.m. on 60-minute headway. Folsom Stage Line runs two additional bus routes during peak periods. Route 20 provides service in eastern Folsom between Folsom Lake College and Vista Del Largo High School. Weekday service on this route is one bus provided in the morning and one in the afternoon. Route 30 provides service between Glenn Station and Folsom Prison. Weekday service on this route is provided from 6:00 a.m. to 8:00 a.m. and from 2:30 p.m. to 5:00 p.m. Sacramento Regional Transit operates bus and light-rail transit service in Sacramento County (City 2018).

Impact Analysis

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir. The project site includes existing paved, gravel, and dirt trails and areas of open space within the Willow Hill Reservoir Community Park, including a 1.1-mile segment of a Class I Bike Path. Temporary closure of portions of the Willow Hill Reservoir Community Park would be required during construction of the proposed project, which may result in temporary closure of bicycle and pedestrian facilities. However, this effect would be temporary in nature and would not substantially interfere with local circulation patterns. Following construction, pedestrian and bicycle facilities within the park would return to pre-project conditions.

Operation of the proposed project would involve the continued operation of the existing dam infrastructure, which is expected to be operated approximately twice per year. Operation and maintenance activities associated with the proposed project would not interfere with existing park facilities or existing pedestrian and bicycle pathways located throughout the park. For these reasons, implementation of the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Therefore, the impact would be less than significant, and no mitigation would be necessary.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Senate Bill (SB) 743, passed in 2013, required the Governor's Office of Land Use and Climate Innovation (LCI), to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new CEQA guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the CEQA guidelines, if any." The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and the changes are reflected in new CEQA Guidelines (Section 15064.3). CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the determination of significance for transportation impacts. Pursuant to the current CEQA Guidelines, vehicle miles traveled (VMT) replaced congestion as the metric for determining transportation impacts. Additionally, according to the 2018 LCI Technical Advisory on Evaluating Transportation Impacts in CEQA, small land use projects that would generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant impact related to VMT.

Construction

The project proposes to replace the upstream slide gate valve structure; demolish the existing isolation valve and replace the exposed outlet pipe and downstream valve stem; install a raised landing and gate operator infrastructure at the top of the dam; and place rip rap and armoring on the upstream face of the dam. Due to the small nature of the proposed project, construction would last approximately six months and is anticipated to require minimal equipment including a crane, an excavator, a concrete truck, a dump truck, and a flatbed truck. It is expected that the majority of this equipment would remain on-site until construction is completed. Therefore, construction of the proposed project would not generate more than 110 trips per day, and construction-related impacts on VMT would be less than significant.

Operation

Operation of the proposed project would involve the continued operation of the existing dam infrastructure, which is expected to be operated approximately twice per year. Operation of the proposed project would require occasional trips by City employees for operation and maintenance activities; however, these trips are expected to occur on an as-needed-basis and would not generate more than 110 trips per day. During operation, the proposed dam infrastructure improvements would not result in a substantial increase of users of the Willow Hill Community Park, because the park would return to pre-construction conditions. Therefore, operation-related impacts on VMT would be less than significant.

Conclusion

In total, the trips generated by the proposed project during construction and operation of the proposed project would be less than the 110 trips per day threshold established by LCI. Therefore, the impact related to VMT would be less than significant, and no mitigation would be necessary.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir. The proposed project does not include any design features that would create a hazard, such as sharp curves or dangerous intersections in the access road. Therefore, no impact would occur, and no mitigation would be necessary.

d) Result in inadequate emergency access?

Less than Significant Impact. Construction staging is proposed approximately 150 feet northwest of the Willow Hill Reservoir dam between the existing trail and reservoir. Potential access routes to the construction area include existing paved, gravel, and dirt trails ranging from approximately 10 feet to 25 feet in width and are located to the east of the dam off of Barnhill Drive; to the southeast of the dam off of Blossom Rock Lane; to the southwest of the dam off of Prairie City Road; and along the western perimeter of the reservoir off of a Folsom High School parking lot. Construction of the proposed project would not alter emergency access on Iron Point Road, Barnhill Drive, Blossom Rock Lane, or Prairie City Road. Operation and maintenance activities for the proposed project would require occasional trips by City employees; however, these trips would be minimal and would not interfere with the local street network or result in inadequate emergency access. Therefore, the impact would be less than significant, and no mitigation would be necessary.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Setting

CEQA, as amended in 2014 by Assembly Bill (AB) 52, requires that the City provide notice to any California Native American tribes that have requested notice of projects subject to CEQA review and consult with tribes that responded to the notice within 30 days of receipt with a request for consultation. Section 21073 of the Public Resources Code (PRC) defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes. In the City, these include the following tribes that previously submitted general request letters, requesting such noticing:

- Wilton Rancheria (initial letter dated February 3, 2025, and subsequent letter dated February 25, 2025 to reflect corrected address)
- Ione Band of Miwok Indians (letter dated February 3, 2025)
- United Auburn Indian Community (UAIC) of the Auburn Rancheria (letter dated February 3, 2025)

The purpose of consultation is to identify Tribal Cultural Resources (TCR) that may be significantly impacted by the proposed project, and to allow the City to avoid or mitigate significant impacts prior to

project approval and implementation. Section 21074(a) of the PRC defines TCRs for the purpose of CEQA as: Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

a) Included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or,

b) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or,

c) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a) and b) also meet the definition of a Historical Resource under CEQA, a TCR may also require additional consideration as a Historical Resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators and can only be identified by a culturally affiliated tribe, which has been determined under State law to be the subject matter expert for TCRs.

Assembly Bill 52 Consultation

CEQA requires that the City initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. Therefore, in accordance with the requirements summarized above, the City carried out, or attempted to carry out, tribal consultation for the project.

On February 3, 2025, the City sent project notification letters to the three California Native American tribes named on the City's AB 52 contact list. The letters provided each tribe with the location and a brief description of the proposed project, contact information for the City's authorized representative, and a notification that the tribe has 30 days to request consultation. A subsequent project notification letter, dated February 25, 2025, was sent to Wilton Rancheria to reflect a correction in the Tribe's address.

The 30-day consultation window for the Ione Band of Miwok Indians and the UAIC of the Auburn Rancheria opened on February 3, 2025, and neither tribe requested formal consultation. Following receipt of the corrected letter, dated February 25, 2025, Ms. Vanesa Kremer of the Wilton Rancheria responded to the City on March 6, 2025 and requested to open consultation due to the project's location within the Tribe's ancestral and culturally-affiliated territory.

On March 14, 2025, Wilton Rancheria sent a subsequent email to the City and stated that, although the project site is within the Tribe's ancestral territory, the Tribe did not have further comments. On March 18, 2025, the City corresponded with Wilton Rancheria regarding continued consultation, and on March 19, 2025, the Tribe stated that formal consultation was no longer requested. As such, consultation with Wilton Rancheria concluded on March 19, 2025.

Impact Analysis

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or,

   ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant with Mitigation. Information about potential impacts to TCRs was drawn from information provided by consulting and culturally affiliated tribes, the ethnographic context, and the results of a search of the Sacred Lands File by the NAHC. The Ione Band of Miwok Indians and the UAIC did not request formal consultation for the proposed project. Wilton Rancheria initially requested formal consultation, however; although the project site is within the Tribe's ancestral territory, the Tribe subsequently informed the City that formal consultation was no longer requested.

However, there exists a potential for the discovery of previously unknown TCRs during project construction. If TCRs are encountered, the proposed project could result in a significant impact to those resources. Mitigation Measure TCR-1 would ensure that potential impacts to TCRs are addressed in the event that TCRs are encountered during ground disturbing activities. Based on the consultation record summarized above, the City concludes that there would be a less than significant impact on TCRs with the incorporation of Mitigation Measure TCR-1.

TCR-1: Unanticipated Discovery of Tribal Cultural Resources.

If suspected Tribal Cultural Resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 50 feet of the find, or an agreed upon distance based on the project area and nature of the find. The project Contractor shall notify the City of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the project shall be immediately contacted by the City and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist, who meets the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location shall not resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to culturally appropriate treatment, if avoidance and preservation cannot be accommodated.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under the California Environmental Quality Act (CEQA), and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may

be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement all measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB 52, have been satisfied.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting

Existing utilities for the Willow Hill Reservoir Community Park are provided by Sacramento Municipal Utility Service District (SMUSD) for electricity, the City of Folsom for solid waste disposal, and the City of Folsom for water and sewer facilities. The City of Folsom employs a design process that includes coordination with potentially affected utilities as part of project development. Identifying and accommodating existing utilities is part of the design process, and utilities are considered when finalizing public project plans. The City of Folsom coordinates with the appropriate utility companies to plan and implement any needed accommodation of existing utilities, including water, sewer, telephone, gas, electricity, and cable television lines.

Evaluation of Utilities and Service Systems

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities. The proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir. The proposed valve operator infrastructure would be mechanically operated and would not require the expansion of electric power or natural gas. Therefore, the impact would be less than significant, and no mitigation would be necessary.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. There would be sufficient water supplies available to serve the project. Minimal water may be required during construction for dust suppression and concrete preparation; however, this temporary use of water would be readily available from local supplies and would not impact long-term water supplies. Once completed, typical operation and maintenance activities required for the project would not require substantial amounts of water. The impact would be less than significant, and no mitigation would be necessary.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The City of Folsom is responsible for managing and maintaining its wastewater collection system. This system ultimately discharges into the Sacramento Area Sewer District interceptor sewer system. Wastewater is treated at the EchoWater Resource Recovery Facility, located in the City of Elk Grove. There are no wastewater treatment facilities in the project area, nor would the project require the expansion of the capacity of existing wastewater facilities. The proposed project would replace and improve the existing dam infrastructure at the Willow Hill Reservoir. As discussed in Section 9.XIV, Population and Housing, the proposed project would not result in population growth; therefore, no new demand on an existing wastewater treatment provider would occur as a result of the project. No impact would occur, and no mitigation would be necessary.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The proposed project would not generate solid waste in excess of State or local standards, or in the excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Construction of the proposed project would involve the removal of silt or vegetation from the construction area, and demolition of portions of the existing dam infrastructure. Waste generated during construction would be minimal and would be transported to the Kiefer Landfill, the primary municipal solid waste disposal facility in Sacramento County. This State-permitted landfill is 660 acres in size and is of sufficient capacity to accommodate the solid waste disposal needs of the City of Folsom. Upon completion of the project, operation and maintenance activities would not generate any waste. The landfill serving the project site is of sufficient capacity to accommodate solid waste needs during construction; therefore, the impact would be less than significant, and no mitigation would be necessary.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Environmental Setting

Public Resources Code 4201-4204 directs CAL FIRE to map fire hazard within State Responsibility Areas based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified by the department as a major cause of wildfire spread. These zones, referred to as Fire Hazard Severity Zones, classify a wildland zone as Moderate, High, or Very High fire hazard based on the average hazard across the area included in the zone. According to CAL FIRE's Fire Hazard Severity Zone Map, the project site is located within a Local Responsibility Area and is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2024).

Impact Analysis

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Questions a) through d) are not applicable because the project site is not located within or near a State Responsibility Area, nor is the site located within a Very High Fire Hazard Severity Zone. Therefore, no impact would occur, and no mitigation would be necessary.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Evaluation

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation. As discussed in Sections 9.IV, 9.V, and 9.XVIII, implementation of the proposed project would have the potential to degrade the quality of the environment and reduce the habitat of a protected plant and/or animal species. However, potential impacts to threatened, endangered, candidate, or special-status species, cultural resources, or tribal cultural resources would be mitigated to a less than significant level with implementation of Mitigation Measures BIO-1 through BIO-5, CUL-1 and CUL-2, GEO-1, and TCR-1. Therefore, the impact would be less than significant with incorporation of these mitigation measures.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

Less than Significant Impact. As discussed in Sections 9.I through 9.XX, implementation of the proposed project would not result in significant and unavoidable impacts. Cumulative impacts could occur if construction of other projects occurs at the same time as the proposed project and in the same geographic scope, such that the effects of similar impacts of multiple projects combine to create greater levels of impact than would occur at the project level. For example, if the construction of other projects in the area occurs at the same time as construction activities associated with the proposed project, combined noise and transportation impacts may be treater than at the project level.

However, due to the nature of the proposed project, no cumulatively considerable impact would occur. Construction-related impacts would be temporary and would cease following the completion of the proposed dam infrastructure improvements. Operation of the proposed project would involve the continued operation of the existing dam infrastructure, which is expected to be operated approximately twice per year. The incremental effects of the proposed project would not be considerable when viewed in connection with the effects of past, current, and probable future projects in the region. For these reasons, no cumulatively considerable impact would occur. The impact would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. As discussed in Sections 9.I through 9.XX, implementation of the proposed project would not directly or indirectly cause substantial adverse effects on human beings. As evaluated in Sections 9.III, 9.VII, 9.IX, 9.XIII, 9.XVII, and 9.XX, the proposed project would not expose human beings to hazards related to toxic air contaminants, hazardous materials, ground shaking, flooding, noise, transportation, or wildfire. Therefore, the impact would be less than significant.

10.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared by the City per Section 15097 of the CEQA Guidelines. The MMRP is available as Appendix B to this IS/MND.

11.0 INITIAL STUDY PREPARERS

City of Folsom
Marcus Yasutake, Environmental and Water Resources Department Director
Vaughn Fleischbein, PE, Principal Civil Engineer
Kelsie Gugino, PE, Associate Civil Engineer

HELIX Environmental Planning, Inc.
Robert Edgerton, AICP CEP, Principal Planner
Emmaline deBecker, Environmental Planner
Martin Rolph, Senior Air Quality Specialist
Julia Pano, Air Quality/Noise Specialist
David Bise, Principal Biologist
Christine Gonzales, Biologist
Andrew Pulcheon, Principal Archaeologist
Benjamin Seigel, Archaeologist
John DeMartino, Senior GIS Specialist

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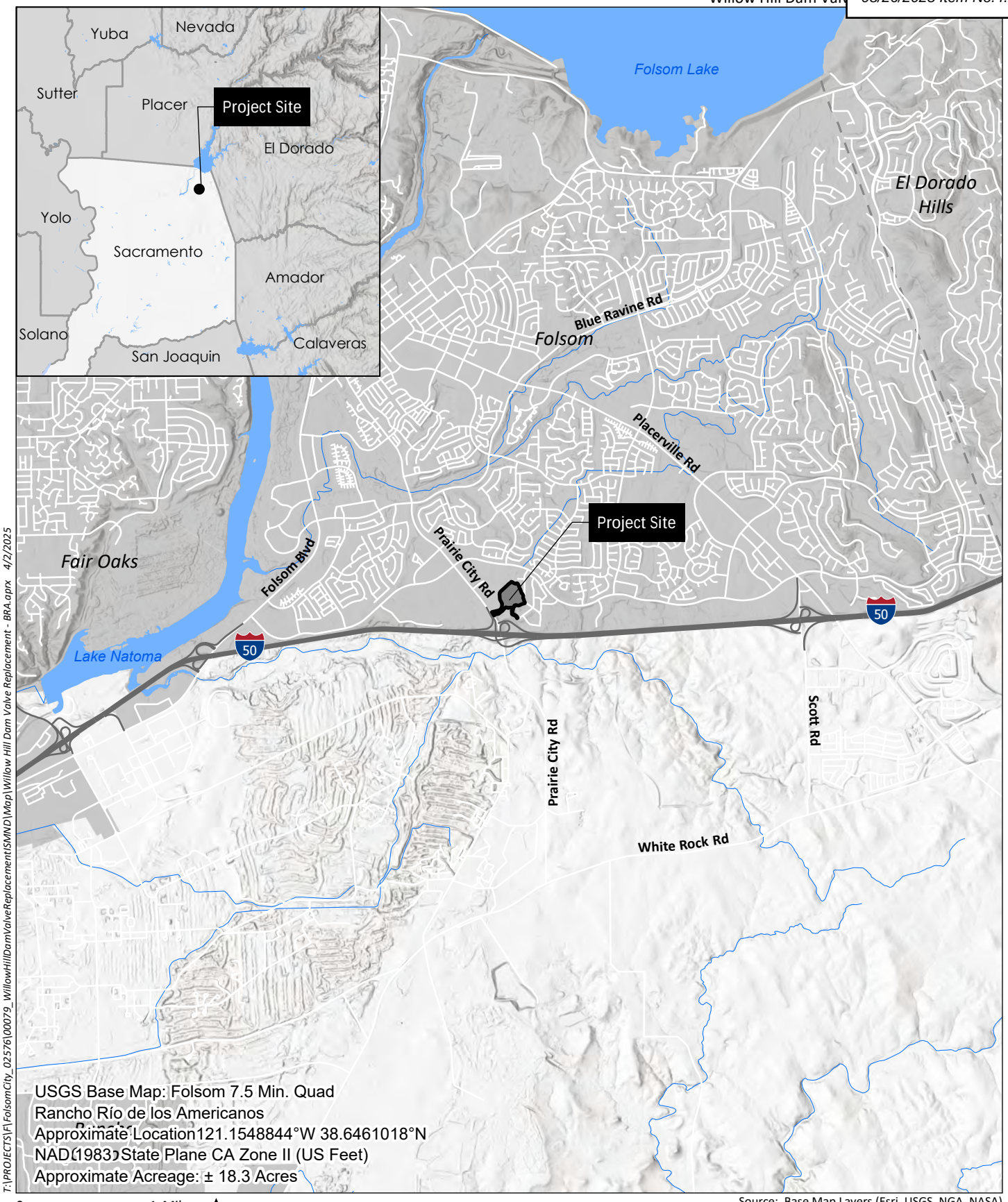
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Appendix A

Figures

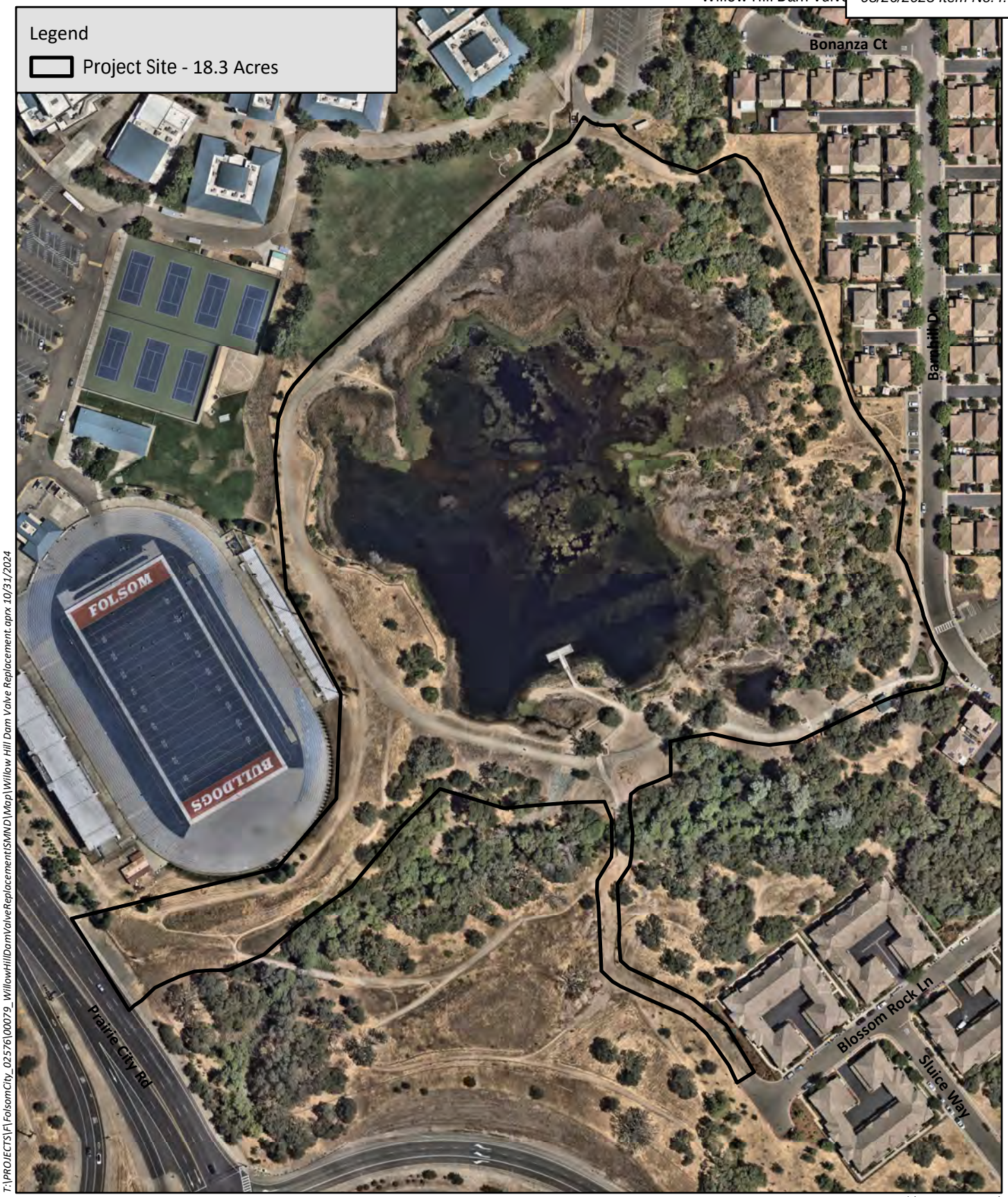


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HELIX Environmental Planning

Site and Vicinity Map

Figure 1

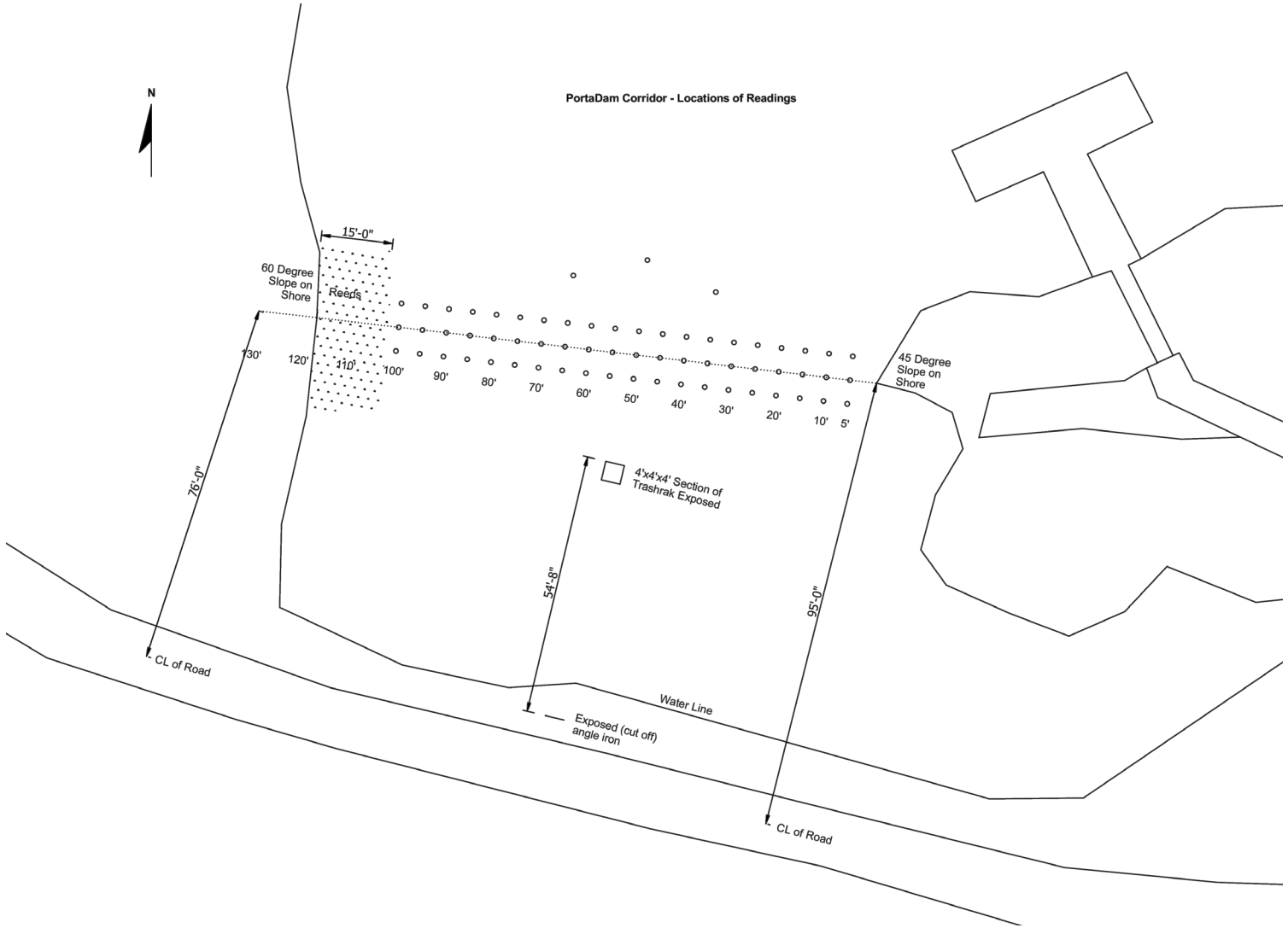


Source: Aerial (Nearmap, 2024)

HELIX Environmental Planning

Project Site

Figure 2

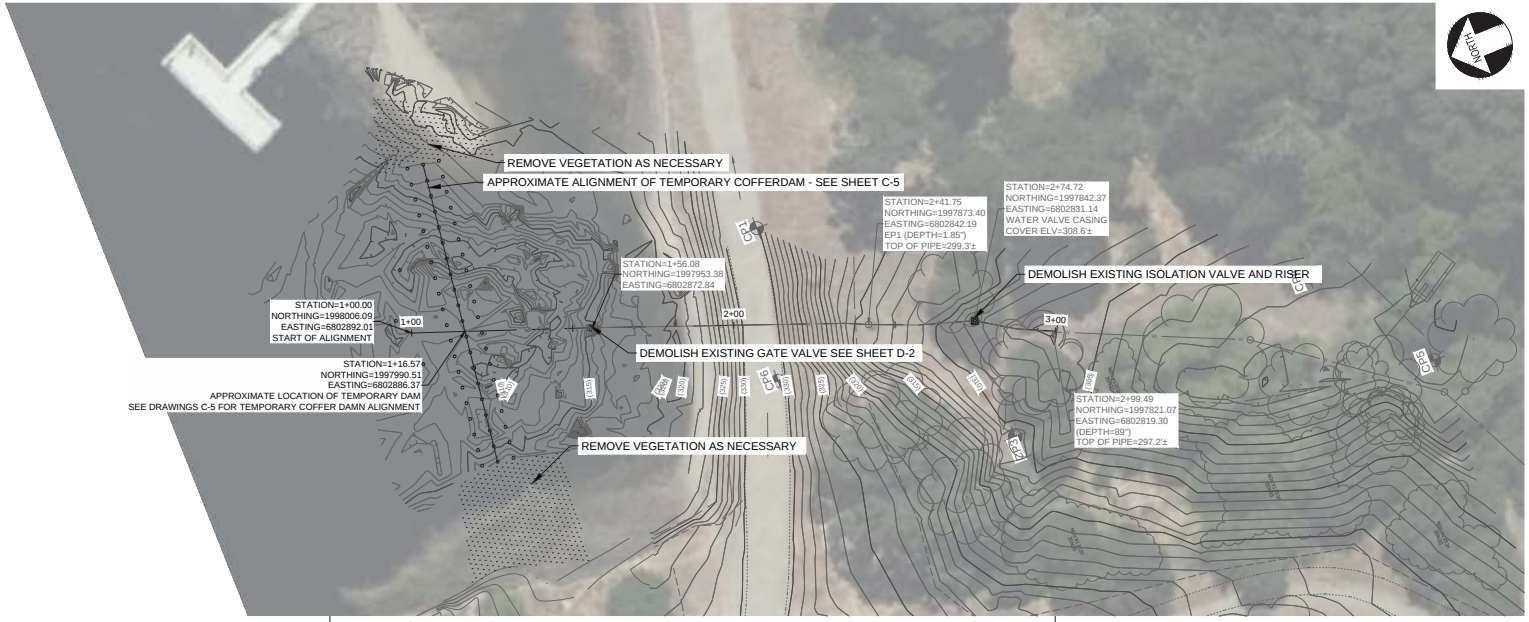


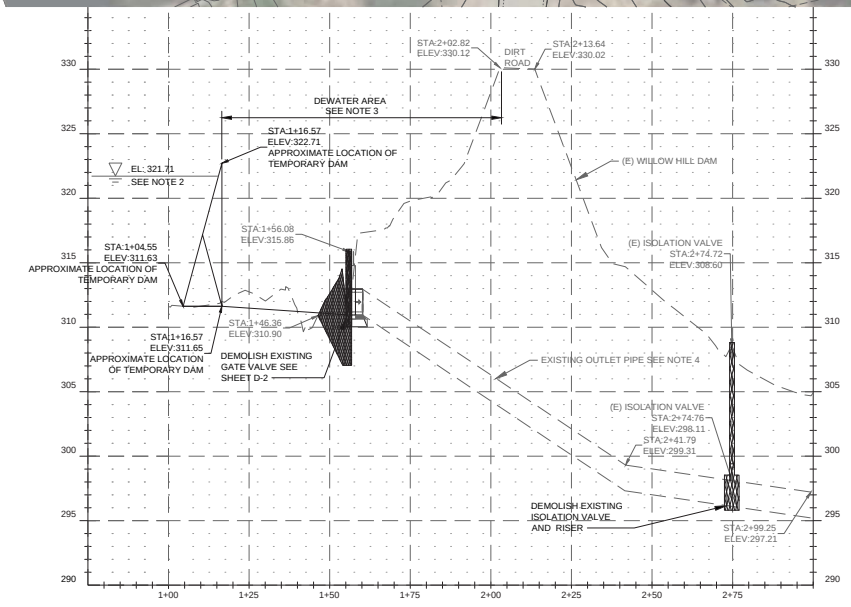
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Source: Water Works Engineers 7/2/2024

Coffer Dam Alignment

Figure 3





NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL CONTROLLING ELEVATION AND DIMENSIONS PRIOR TO COMMENCING WORK.
2. APPROXIMATE TARGET WATER ELEVATION DURING CONSTRUCTION.
3. DEWATER AREA BETWEEN COFFER DAM AND DAM FACE TO FACILITATE VALVE REMOVAL AND REPLACEMENT.
4. DEWATER AND CLEAN EXISTING OUTLET PIPE. PROVIDE VIDEO FOR CONDITION ASSESSMENT OF OUTLET PIPE BETWEEN INLET VALVE AND ISOLATION VALVE @ STA 2+75 AND SUBMIT TO ENGINEER FOR REVIEW PRIOR TO COMMENCING VALVE REPLACEMENT.

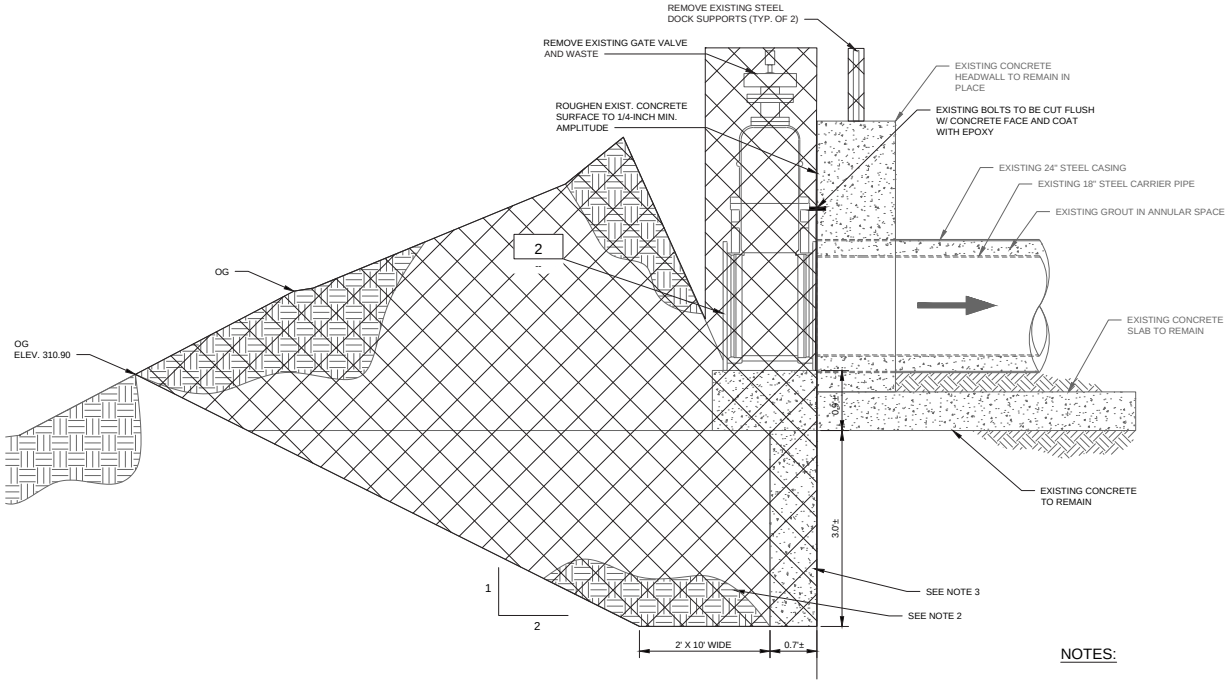
Source: Water Works Engineers 7/1/2024

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HELIX Environmental Planning

Vegetation Removal and Demolition Location

Figure 4



1 UPSTREAM DEMOLITION DETAIL
1" = 1'



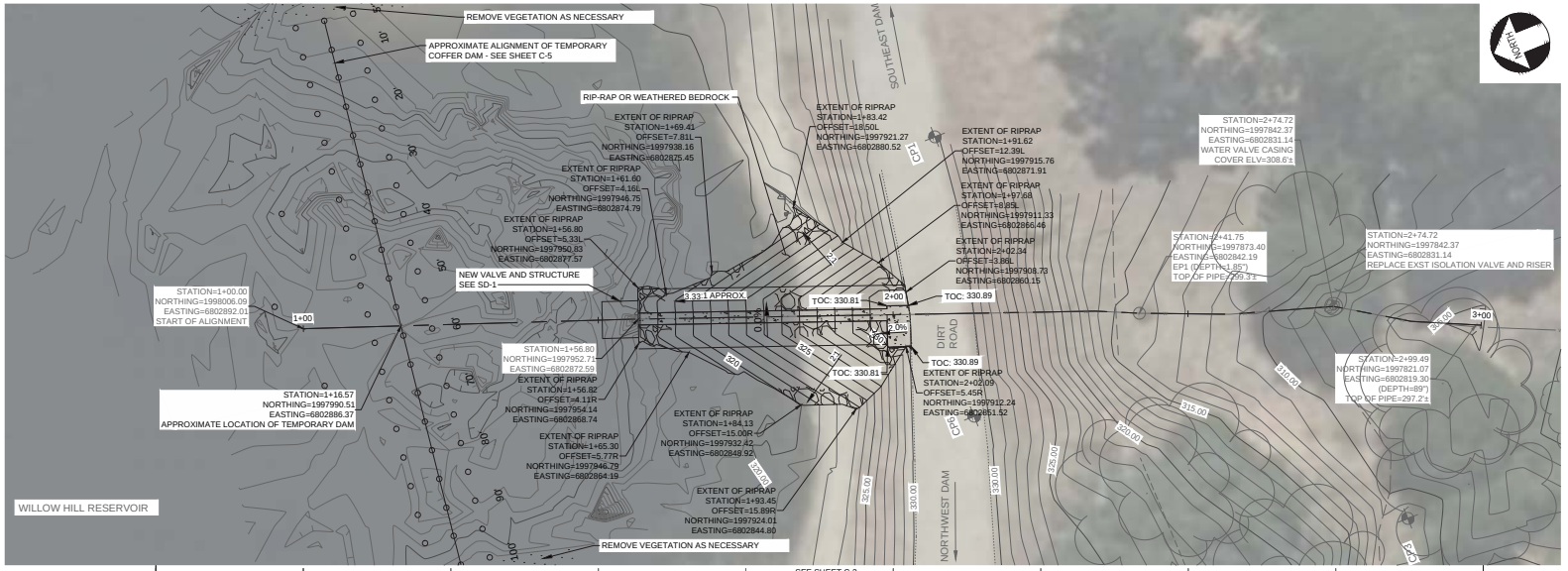
2 EXISTING UPSTREAM END OF OUTLET
NTS

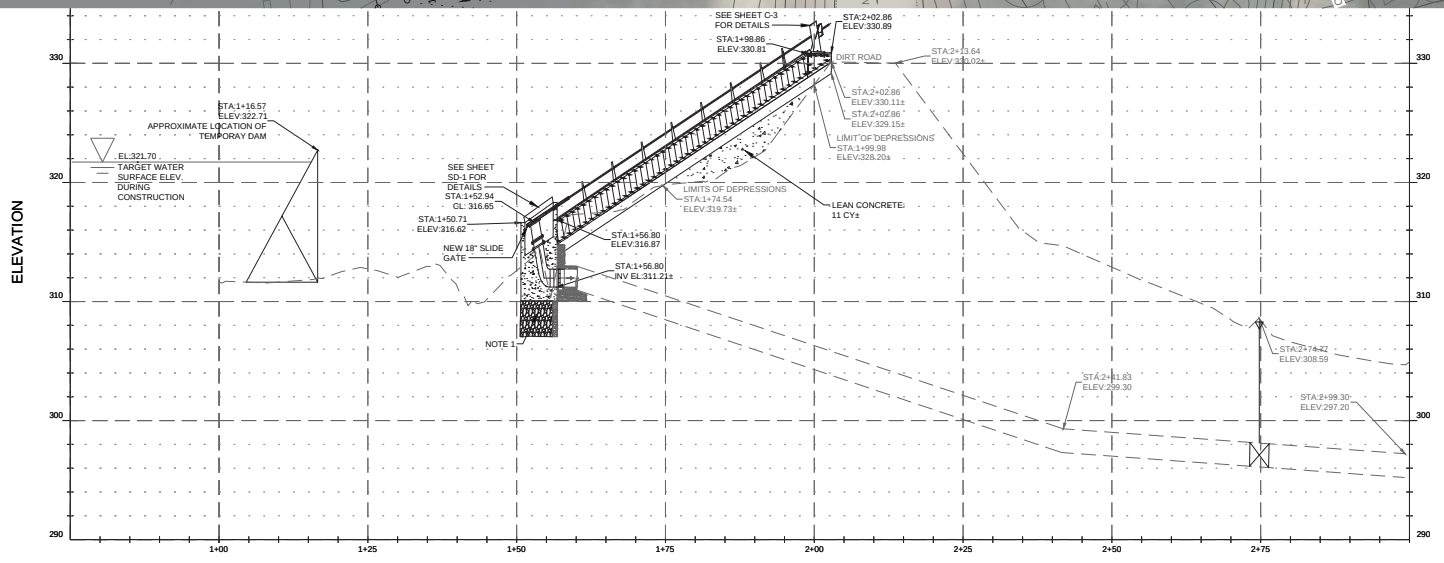
NOTES:

1. LOCATION, SLOPE AND ELEVATION ASSUMED. CONTRACTOR TO FIELD VERIFY LOCATION AND DEPTH OF PIPE.
2. THE FINAL LIMITS OF EXCAVATION WILL BE DETERMINED BY THE ENGINEER DURING EXCAVATION. APPROXIMATE LIMITS WILL BE NOTED ON DETAIL.
3. EXISTING CONCRETE LIMITS UNKNOWN. SAWCUT AND REMOVE TO THE LIMITS SHOWN

Source: Water Works Engineers 6/21/2024

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NOTES:

1. REPLACEMENT VALVE SUPPORT AREA.

Source: Water Works Engineers 7/2/2024

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Appendix B

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM
WILLOW HILL DAM VALVE REPLACEMENT PROJECT

Purpose of Mitigation Monitoring and Reporting Program: The California Environmental Quality Act (CEQA), Public Resources Code Section 21081.6, requires that a Mitigation Monitoring and Reporting Program (MMRP) be established upon completing findings. CEQA stipulates that "the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This MMRP has been prepared in compliance with Section 21081.6 of CEQA to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the project, as required. A table (attached) has been prepared to assist the responsible parties in implementing the MMRP for the proposed Willow Hill Dam Valve Replacement Project (proposed project). The table identifies individual mitigation measures, monitoring/mitigation timing, the person/agency responsible for implementing the measure, and space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the IS/MND.

The City of Folsom is the lead agency for the proposed project under CEQA and shall administer and implement the MMRP. The City is responsible for reviewing all monitoring reports, enforcement actions, and document disposition. The City shall rely on information provided by the project site observers/monitors (e.g., construction manager, project manager, biologist, archaeologist, etc.) as accurate and up-to-date and shall provide personnel to field check mitigation measure status, as required.

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MITIGATION MONITORING AND REPORTING PROGRAM
Willow Hill Dam Valve Replacement Project

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
BIOLOGICAL RESOURCES				
BIO-1: Avoid Impacts to Special-Status Plant Species A qualified botanist retained by the project Contractor shall conduct a special-status plant survey within the appropriate identification (blooming) period prior to the initiation of any ground-disturbing or dewatering activities. A survey conducted between June - August will satisfy the blooming period for all potentially occurring special-status plant species. Multiple survey rounds may be needed to adequately survey the area and capture blooming times depending on seasonal weather conditions. If no special-status plants are observed, then a letter report documenting the survey results shall be prepared and provided to the City, and no further measures are recommended. • If special-status plants are observed within the project site, the location of the special-status plants shall be marked with pin flags or other highly visible markers and may also be marked by a sub-meter accurate GPS. The City shall determine if the special-status plant(s) onsite can be avoided by project design or utilize construction techniques to avoid impacts to the special-status plant species. All special-status plants to be avoided shall have exclusion fencing or other highly visible material marking the avoidance area (if necessary) and the avoidance area shall remain in place throughout the entire construction period. If special-status plants are observed in portions of the project site that are not located near the project footprint, exclusion fencing may not be needed. A qualified botanist should determine if exclusion fencing will be needed based on the location of the plant(s) and the most current project design. If special-status plants are found within the project site and cannot be avoided, the City shall consult with the California Department of Fish and Wildlife (CDFW) as appropriate and depending on the status of the plant species in question, determine appropriate	Prior to ground-disturbing or dewatering activities.	Qualified Botanist; Project Contractor; City of Folsom.		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
measures to mitigate for the loss of special-status plant populations. These measures may include gathering seed from impacted populations for planting within nearby appropriate habitat, preserving or enhancing existing offsite populations of the plant species affected by the project, or restoring suitable habitat for special-status plant species habitat as directed by the regulatory agencies.				
BIO-2: Avoid Impacts to Northwestern Pond Turtle A qualified biologist retained by the project Contractor shall conduct a pre-construction survey for northwestern pond turtle within seven days prior to the start of dewatering or ground-disturbing activities in suitable habitat. The area of work near the downstream isolation valve shall be inspected for wintering or nesting turtles depending on the time of year. If construction does not commence within seven days of the survey, or halts for more than seven days, then an additional survey is required prior to starting or resuming work. • The qualified biologist shall be onsite during dewatering and coffer dam installation to avoid potential impacts to this species during construction. The biologist would not be needed onsite once all dewatering has occurred and the coffer dam is securely in place. If northwestern pond turtle is observed within the project area during work, specifically within the construction zone, all work shall immediately halt in the vicinity of the animal, and the animal will be allowed to leave the area of its own will. If the animal is in immediate danger, a qualified biologist will relocate the animal outside of the construction zone, at a safe distance from all construction-related activities, and within suitable habitat. No one other than a qualified biologist shall handle, take, or otherwise harass the animal. No work shall resume until the animal has moved or been removed from areas of potential disturbance. A qualified biologist retained by the project Contractor shall conduct an environmental awareness training for all project-related personnel before the initiation of work. The training shall include the identification of northwestern pond turtle, required practices before the start of construction, general measures that are being implemented to	Within seven days prior to dewatering or ground-disturbing activities.	Qualified Biologist; Project Contractor; City of Folsom.		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
protect the species as they relate to the project, penalties for non-compliance, and boundaries of the permitted disturbance zones. Upon completion, all construction personnel shall sign a form stating they have attended the training and understand all the measures. Directors, Managers, Superintendents, and the crew foremen and forewomen will be responsible for ensuring that crewmembers comply with the measures and guidelines. Proof of this instruction shall be kept on file with the biologist on-site and the project Contractor.				
BIO-3: Pre-Construction Nesting Bird Survey If construction activities occur during the nesting season (February 1 through August 31), a qualified biologist retained by the project Contractor shall conduct a nesting bird survey to determine the presence of any active nests within the project site. Additionally, the surrounding 500-feet of the project site shall be surveyed for active raptor nests, where accessible. The nesting bird survey should be conducted within seven days prior to commencement of ground-disturbing or other construction activities. If the nesting bird survey shows that there is no evidence of active nests, then a letter report shall be prepared to document the survey and be provided to the City and no additional surveys are recommended. If development does not commence within seven days of the nesting bird survey, or halts for more than seven days, then an additional survey is required prior to starting or resuming work within the nesting season. • If active nests are found, then the qualified biologist shall establish a species-specific buffer to prohibit development activities near the nest to avoid and minimize nest disturbance until the young have successfully fledged or the biologist determines that the nest is no longer active. Buffer distances may range from 30-feet for some songbirds up to 500-feet for California black rail and some raptors. The project Contractor shall ensure that the buffer is implemented by all construction personnel and that no construction activities occur within the buffer. Nest monitoring may also be warranted during certain phases of construction to ensure nesting birds are not adversely impacted. The need for nest monitoring shall be determined by the qualified biologist based	Within seven days of ground-disturbing or other construction activities during the nesting season (February 1 through August 31).	Qualified Biologist Project Contractor; City of Folsom.		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
upon the species nesting and the location of the nest in relation to the project disturbance area, proposed levels of project disturbance, and existing disturbance levels. If active nests are found within any trees slated for removal/trimming, then an appropriate buffer shall be established around the tree and all trees within the buffer shall not be removed/trimmed until a qualified biologist determines that the nest has successfully fledged and/or is no longer active. Nest avoidance buffer distances may need to be expanded if the biologist determines that the initial avoidance buffer is still resulting in avoidance behavior from the adults. • If tricolored blackbird, burrowing owl, or California black rail are found to be nesting in the project site or within 500-feet, agency consultation or additional measures may be needed prior to construction. A qualified biologist shall conduct environmental awareness training. The training may be combined with other environmental awareness trainings. If construction occurs outside of the nesting bird season (September 1 to January 31) a nesting bird survey and environmental training for nesting birds would not be required.				
BIO-4: Pre-Construction Roosting Bat Survey A qualified biologist retained by the project Contractor shall conduct a pre-construction survey within seven days of the commencement of ground-disturbing or other construction activities. This survey may be combined with the nesting bird survey if nesting bird surveys are required. If no bats are observed, a letter report shall be prepared to document the survey and provided to the City, and no additional measures are recommended. If construction does not commence within seven days of the pre-construction survey, or halts for more than seven days, an additional survey is recommended before starting work. • If bats are present and roosting on or within 100 feet of the project footprint, then the qualified biologist shall establish an appropriate buffer around the	Within seven days of ground-disturbing or other construction activities.	Qualified Biologist.		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
roost site. The project Contractor shall ensure that the buffer is implemented by all construction personnel and that no construction activities occur within the buffer. At minimum, no trees shall be removed within the project site (if applicable) until the biologist has determined that the bat is no longer roosting in the tree or structure. Additional mitigation measures for bat species, such as the installation of bat boxes or alternate roost structures, would be required only if special-status bat species are found to be roosting within the project site. A qualified biologist shall conduct environmental awareness training. The training shall include the identification of special-status bat species, required practices before the start of construction, general measures that are being implemented to protect the species as they relate to the project, penalties for non-compliance, and boundaries of the permitted disturbance zones. Upon completion, all construction personnel shall sign a form stating they have attended the training and understand all the measures. Directors, Managers, Superintendents, and the crew foremen and forewomen will be responsible for ensuring that crewmembers comply with the measures and guidelines. Proof of this instruction shall be kept on file with the biologist on-site and the project Contractor. This training may be combined with other environmental awareness trainings.				
BIO-5: Avoid Impacts to Aquatic Resources Before the initiation of any construction activities that could result in impacts to potentially regulated aquatic features, including ground-disturbing activities and dewatering, the extent of the Ordinary High-Water Mark (OHWM) of aquatic features within the project site shall be mapped, and applicable permits shall be prepared and submitted to the appropriate regulatory agencies for any project-related impacts to these features. Any conditions included in the final permits, including prescribed mitigation measures, would be required to be implemented before filling or impacting these features. • Section 404 authorization from the U.S. Army Corps of Engineers (USACE) and	Prior to any ground-disturbing or vegetation-removal activities.	City of Folsom.		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
a Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB) may be required before the start of construction that will impact any waters of the U.S. Any waters of the U.S. or jurisdictional wetlands that would be lost or disturbed should be replaced or rehabilitated on a "no-net-loss" basis in accordance with the USACE mitigation guidelines and the City of Folsom requirements. Habitat restoration, rehabilitation, and/or replacement should be at a location and by methods agreeable to the agencies. • If a 404 permit is required for the proposed project, then water quality concerns during construction would be addressed in the Section 401 water quality certification from the Regional Water Quality Control Board. A Stormwater Pollution Prevention Plan (SWPPP) would also be required during construction activities. SWPPPs are required in the issuance of a National Pollutant Discharge Elimination System (NPDES) construction discharge permit by the U.S. Environmental Protection Agency. Implementation of Best Management Practices (BMPs) during construction is standard in most SWPPPs and water quality certifications. Examples of BMPs include stockpiling of debris away from regulated wetlands and waterways; immediate removal of debris piles from the site during the rainy season; use of silt fencing and construction fencing around regulated waterways; and use of drip pans under work vehicles and containment of fuel waste throughout the site during construction. If the aquatic features are determined to not be subject to federal jurisdiction, then these features may still be subject to waste discharge requirements under the Porter-Cologne Water Quality Control Act. Section 13260(a) of the Porter-Cologne Water Quality Control Act (contained in the California Water Code) requires any person discharging waste or proposing to discharge waste, other than to a community sewer system, within any region that could affect the quality of the waters of the State (all surface and subsurface waters) to file a report of waste discharge. The discharge of dredge or fill material into the ditches may constitute a discharge of waste that could affect the quality of waters of the State. A report of waste discharge will be filed for				

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
impacts to non-federal waters, if required. The reservoir and marsh areas may also be regulated by the California Department of Fish and Wildlife (CDFW) under Section 1600 of the California Fish and Game Code. CDFW asserts jurisdiction over native riparian habitat adjacent to aquatic features, including native trees over four inches in diameter at breast height (DBH). If an existing fish or wildlife resource may be substantially adversely affected by the activity, CDFW may propose reasonable measures that will allow the protection of those resources. If these measures are agreeable to the parties involved, they may enter into an agreement with CDFW identifying the approved activities and associated mitigation measures. Generally, CDFW recommends submitting an application for a Lake and Streambed Alteration Agreement (LSAA) for any work done within the lateral limit of water flow or the edge of riparian vegetation, whichever is greater.				
CULTURAL RESOURCES				
CUL-1: Accidental Discovery of Cultural Resources In the event that cultural resources are exposed during ground-disturbing activities, construction activities shall be halted within 100-feet of the discovery. Cultural resources could consist of, but are not limited to: stone, bone, wood, or shell artifacts, or features, including hearths, structural remains, or historic dumpsites. If the resources cannot be avoided during the remainder of construction, an archaeologist retained by the project Contractor, who meets the Secretary of the Interior's *Professional Qualifications Standards*, shall assess the resource and provide appropriate management recommendations. If the discovery proves to be National Registry of Historic Places (NRHP) or California Register of Historical Resources (CRHR)-eligible, additional documentation and analysis, such as data recovery excavation, may be warranted.	Immediately upon discovery.	Qualified Archaeologist; Project Contractor; City of Folsom.		
CUL-2: Accidental Discovery of Human Remains In the event of an accidental discovery or recognition of human remains, Public Resources Code (PRC) Section 5097.98 must be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the	Immediately upon discovery.	Project Contractor; City of Folsom; Sacramento County Coroner.		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
project Contractor shall inform the City and the following steps shall be taken: 1. There shall be no further excavation or disturbance of the specific location, or any nearby area reasonably suspected to overlie adjacent human remains until the Sacramento County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in PRC Section 5097.98, or 2. Where the following conditions occur, the landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance: • The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission; • The descendent identified fails to make a recommendation; or, • The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.				

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
GEOLOGY AND SOILS				
GEO-1: Avoid and Minimize Impacts to Paleontological Resources In the event paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist retained by the project Contractor, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under the California Environmental Quality Act (CEQA), the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code (PRC) Section 21083.2.	Immediately upon discovery.	Qualified Paleontologist; Project Contractor; City of Folsom.		
TRIBAL CULTURAL RESOURCES				
TCR-1: Unanticipated Discovery of Tribal Cultural Resources. If suspected Tribal Cultural Resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 50 feet of the find, or an agreed upon distance based on the project area and nature of the find. The project Contractor shall notify the City of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the project shall be immediately contacted by the City and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist, who meets the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location shall not resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to culturally appropriate treatment, if avoidance and preservation cannot be	Immediately upon discovery.	Qualified Archaeologist; Project Contractor; Native American Representative; City of Folsom.		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
accommodated. When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under the California Environmental Quality Act (CEQA), and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area. The contractor shall implement all measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil. Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB 52, have been satisfied.				

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11440 - A Resolution Authorizing the City Manager to Accept a Cannabis Tax Fund Grant Program offered by the California Highway Patrol in the Amount of $248,391.30 to Reduce and Mitigate the Impacts of Impaired Driving, Provide DUI Enforcement and Training, Police Vehicles and Appropriation of Funds in the General Fund (Fund 010)
FROM:	Police Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council pass and adopt Resolution No.11440 – No. 11440– A Resolution Authorizing the City Manager to Accept a Cannabis Tax Fund Grant Program offered by the California Highway Patrol in the Amount of $248,391.30 to Reduce and Mitigate the Impacts of Impaired Driving, Provide DUI Enforcement and Training, Police Vehicles and Appropriation of Funds in the General Fund (Fund 010)

BACKGROUND / ISSUE

Enhancing Road Safety Through Proactive Measures

From 2019 to 2023, Folsom experienced collisions involving impaired drivers, resulting in injuries and fatalities. However, in 2024, thanks to proactive saturation patrols and DUI checkpoints, the city saw a **19% decrease in DUI-related traffic collisions**. Officers conducted 204 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 successfully applied for a **State of California grant** from the California Highway Patrol. In June 2025, the department was awarded **$248,391.30**. 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** for checkpoints, including scene lighting.
- **The acquisition of three new police vehicles** (two motorcycles and one pickup truck) 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 awarded the City grant funding in the amount of $248,391.30 with no local matching funds required. If accepted, the grant award would increase revenue estimates and appropriations by $248,391.30 in the General Fund (Fund 010). Costs would be funded initially through the General Fund (Fund 010) and reimbursed by the State of California, Department of California Highway Patrol.

ATTACHMENTS

1. Resolution No. 11440- No. 11440– A Resolution Authorizing the City Manager to Accept a Cannabis Tax Fund Grant Program offered by the California Highway Patrol in the Amount of $248,391.30 to Reduce and Mitigate the Impacts of Impaired Driving, Provide DUI Enforcement and Training, Police Vehicles and Appropriation of Funds in the General Fund (Fund 010)

2. Department of California Highway Patrol conditional approval funding letter

Submitted,

_____

Randy Ulibarri, Interim Chief of Police

Attachment 1

RESOLUTION NO. 11440

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT A CANNABIS TAX FUND GRANT PROGRAM OFFERED BY THE CALIFORNIA HIGHWAY PATROL, IN THE AMOUNT OF $248,391.30 TO REDUCE AND MITIGATE THE IMPACTS OF IMPAIRED DRIVING, PROVIDE DUI ENFORCEMENT AND TRAINING, POLICE VEHICLES AND APPROPRIATION OF FUNDS IN THE GENERAL FUND (FUND 010)

WHEREAS, the City of Folsom Police Department is requesting the City Council authorize the acceptance of a grant titled "FY25/26 CTFGP Law Enforcement - Folsom Police Department" for the Period of July 1, 2025, through June 30, 2026, from the State of California, Department of California Highway Patrol, in the amount of $248,391.30; 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 four Fox Fury Nomad 360 LED portable light towers to be deployed at DUI checkpoints and for scene lighting; and,

WHEREAS, the grant monies will be used to purchase two BMW police motorcycles and a Ford F250 police truck including communication radios and associated emergency equipment.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom herby authorizes the acceptance of a grant titled "FY25/26 CTFGP Law Enforcement - Folsom Police Department" from the State of California, Department of 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 three traffic enforcement vehicles. The City Manager or his designee is hereby authorized and empowered to accept and execute in the name of the City of Folsom all necessary contracts, agreements, amendments, and payment requests hereto for the purposes of accepting and fulfilling the requirements of the grant titled "FY25/26 CTFGP Law Enforcement - Folsom Police Department."; and

BE IT FURTHER RESOLVED that the City Council of the City of Folsom authorizes the Finance Director to increase revenue estimates and expenditure appropriations by the grant amount of $248,391.30 in the General Fund (Fund 010) to be reimbursed by the State of California, Department of the California Highway Patrol.

PASSED AND ADOPTED this 26th day of August 2025, by the following roll call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

State of California
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
GRANT AGREEMENT - Page 1

Award Number
08/26/2025 Item No.5.

1. GRANT TITLE
FY25/26 CTFGP Law Enforcement - Folsom Police Department

2. NAME OF ORGANIZATION/AGENCY
Folsom Police Department

3. ORGANIZATION/AGENCY SECTION TO ADMINISTER GRANT
Folsom Police Department

4. PROJECT PERFORMANCE PERIOD
From: 07/01/2025 To: 06/30/2026

5. PURCHASE ORDER NUMBER

6. GRANT OPPORTUNITY INFORMATION DESCRIPTION
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 the program 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.

7. FUNDS ALLOCATED UNDER THIS GRANT AGREEMENT SHALL NOT EXCEED $248,391.30

8. TERMS AND CONDITIONS
The Grantee agrees to complete the Project, as described in the Project Description. The Grantee's Grant Application, and the California Code of Regulations, Title 13, Division 2, Chapter 13, Sections 1890.00-1890.27, are hereby incorporated into this Grant Agreement by reference.

The parties hereto agree to comply with the Terms and Conditions of the following attachments:

- Schedule A – Project Description, Problem Statement, Goals and Objectives, and Method of Procedure
- Schedule B – Detailed Budget Estimate
- Schedule B-1 – Budget Narrative

We, the officials named below, hereby swear, under penalty of perjury under the laws of the State of California, that we are duly authorized to legally bind the Grant recipient to the above-described Grant Terms and Conditions.

IN WITNESS WHEREOF, this Grant Agreement is executed by the parties hereto.

9. APPROVAL SIGNATURES

A. AUTHORIZED OFFICIAL OF ORGANIZATION/AGENCY
Name: Jacob Verhalen
Title: Lieutenant
Phone: (916) 461-6522

Address: 46 Natoma Street
Folsom, CA 95630

E-Mail: jverhalen@folsom.ca.us

Jacob VerHalen
Digitally signed by Jacob VerHalen
DN: cn=Jacob VerHalen, o=City of Folsom Police Department, ou=Neighborhood Services Division, c=US United States, e=jverhalen@folsom.ca.us
Reason: I am approving this document
Date: 2025-06-27 11:43-07:00
(Signature)

6-27-25
(Date)

B. AUTHORIZED OFFICIAL OF CHP
Name: Andrew Beasley Phone: (916) 843-4360
Title: Captain Fax: (916) 322-3169

Address: 601 North 7th Street
Sacramento, CA 95811

E-Mail: ABeasely@chp.ca.gov

(Signature) *(Date)*

C. ACCOUNTING OFFICER OF CHP
Name: M. V. Fojas Phone: (916) 843-3531
Title: Commander Fax: (916) 322-3159

Address: 601 North 7th Street
Sacramento, CA 95811

E-Mail: Michelle.Fojas@chp.ca.gov

(Signature) *(Date)*

10. AUTHORIZED FINANCIAL CONTACT TO RECEIVE REIMBURSEMENT PAYMENTS

Name: Laura DeHaan
Title: Administrative Technician
Phone: (916) 461-6522

Address: 46 Natoma St
Folsom, CA 95630

TERMS AND CONDITIONS

Grantee shall comply with the California Code of Regulations, Title 13, Division 2, Chapter 13 Section 1890, et seq. and all other Terms and Conditions noted in this Grant Agreement. Failure by the Grantee to comply may result in the termination of this Grant Agreement by the California Highway Patrol (hereafter referred to as State). The State will have no obligation to reimburse the Grantee for any additional costs once the Grant Agreement has been terminated.

A. EXECUTION

1. The State (the California Highway Patrol) hereby awards, to the Grantee, the sum of money stated on page one of this Grant Agreement. This funding is awarded to the Grantee to carry out the Project set forth in the Project Description and the terms and conditions set forth in this Grant Agreement.

2. The funding for this Grant Agreement is allocated pursuant to California Revenue and Taxation Code Section 34019(f)(3)(B). The Grantee agrees that the State's obligation to pay any sum under this Grant Agreement is contingent upon availability of funds disbursed from the California Cannabis Tax Fund to the State. If there is insufficient funding, the State shall have the option to either: 1) terminate this Grant Agreement; whereby, no party shall have any further obligations or liabilities under this Grant Agreement, or 2) negotiate a Grant Agreement Amendment to reduce the grant award and scope of work to be provided under this Grant Agreement.

3. The Grantee is not to commence or proceed with any work in advance of receiving notice that the Grant Agreement is approved. Any work performed by the Grantee in advance of the date of approval by the State shall be deemed volunteer work and will not be reimbursed by the State.

4. The Grantee agrees to provide any additional funding, beyond what the State has agreed to provide, pursuant to this Grant Agreement, and necessary to complete or carry out the Project, as described in this Grant Agreement. Any modification or alteration of this Grant Agreement, as set forth in the Grant Application submitted by the Grantee and on file with the State, must be submitted in writing thirty (30) calendar days in advance to the State for approval.

5. The Grantee agrees to complete the Project within the timeframe indicated in the Project Performance Period, which is on page one of this Grant Agreement.

B. PROJECT ADMINISTRATION

1. The Grantee shall submit all reimbursements, progress, performance, and/or other required reports concerning the status of work performed in furtherance of this Grant Agreement on a quarterly basis, or as requested by the State.

2. The Grantee shall provide the State with a final report showing all Project expenditures, which includes all State and any other Project funding expended, within sixty (60) calendar days after completion of this Grant Agreement.

3. The Grantee shall ensure all equipment which is purchased, maintained, operated, and/or developed is available for inspection by the State.

4. Equipment purchased through this Grant Agreement shall be used for the education, prevention, and enforcement of impaired driving laws, unless the Grantee is funding a portion of the purchased price not dedicated to impaired driving and that portion is not part of the Project costs. Equipment purchased under this Grant Agreement must only be used for approved Project-related purposes, unless otherwise approved by the State in writing.

5. Prior to disposition of equipment acquired under this Grant Agreement, the Grantee shall notify the State via e-mail, and by telephone, by calling the California Highway Patrol, Impaired Driving Section, Cannabis Grants Unit at (916) 843-4360.

TERMS AND CONDITIONS

C. PROJECT TERMINATION

1. Grantee or the State may terminate this Grant Agreement at any time prior to the commencement of the Project. Once the Project has commenced, this Grant Agreement may only be terminated if the party withdrawing provides thirty (30) calendar days written notice of their intent to withdraw.

    a. If by reason of force majeure the performance hereunder is delayed or prevented, then the term end date may be extended by mutual consent for the same amount of time of such delay or prevention. The term “force majeure” shall mean any fire, flood, earthquake, or public disaster, strike, labor dispute or unrest, embargo, riot, war, insurrection or civil unrest, any act of God, any act of legally constituted authority, or any other cause beyond the Grantee’s control which would excuse the Grantee’s performance as a matter of law.

    b. Grantee agrees to provide written notice of an event of force majeure under this Grant Agreement within ten (10) calendar days of the commencement of such event, and within ten (10) calendar days after the termination of such event, unless the force majeure prohibits Grantee from reasonably giving notice within this period. Grantee will give such notice at the earliest possible time following the event of force majeure.

2. Any violations of law committed by the Grantee, misrepresentations of Project information by the Grantee to the State, submission of falsified documents by the Grantee to the State, or failure to provide records by the Grantee to the State when requested for audit or site visit purposes may be cause for termination. If the Project is terminated for the reasons described in this paragraph, the State will have no obligation to reimburse the Grantee for any additional costs once the Grant Agreement has been terminated.

3. The State may terminate this Grant Agreement and be relieved of any payments should the Grantee fail to perform the requirements of this Grant Agreement at the time and in the manner herein provided. Furthermore, the Grantee, upon termination, shall return grant funds not expended by the Grantee as of the date of termination.

4. If this Grant Agreement is terminated, the State may choose to exclude the Grantee from future Grant Opportunities.

D. FINANCIAL RECORDS

1. The Grantee agrees the State, or their designated representative, shall have the right to review and to copy all records and supporting documentation pertaining to the performance of this Grant Agreement. Grantee agrees to maintain such records for possible audit for a minimum of five (5) years after final payment, unless a longer period of records retention is stipulated or required by law. Grantee agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Furthermore, the Grantee agrees to include a similar right for the State to audit all records and interview staff in any subcontract related to performance of this Grant Agreement.

E. HOLD HARMLESS

1. The Grantee agrees to indemnify, defend, and save harmless the State, its officials, agents and employees from any and all claims and losses accruing or resulting to any and all Grantee’s staff, contractors, subcontractors, suppliers, and other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Grant Agreement, and from any and all claims and losses accruing or resulting to any person, agency, firm, corporation who may be injured or damaged by the Grantee in performance of this Grant Agreement.

TERMS AND CONDITIONS

F. NONDISCRIMINATION

1. The Grantee agrees to comply with State and federal laws outlawing discrimination, including, but not limited to, those prohibiting discrimination because of sex, race, color, ancestry, religion, creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (including cancer or genetic characteristics), sexual orientation, political affiliation, position in a labor dispute, age, marital status, and denial of statutorily-required employment-related leave. (GC 12990 [a-f] and CCR, Title 2, Section 8103.)

G. AMERICANS WITH DISABILITIES ACT

1. The Grantee assures the State it complies with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 U.S.C. 12101 et seq.)

H. DRUG-FREE WORKPLACE

1. The Grantee shall comply with the requirements of the Drug-Free Workplace Act of 1990 and will provide a drug-free workplace by taking the following actions:

    a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations.

    b. Establish a Drug-Free Awareness Program to inform employees about:

        i. The dangers of drug abuse in the workplace.

        ii. The person's or Organization/Agency's policy of maintaining a drug-free workplace.

        iii. Any available counseling, rehabilitation, and employee assistance programs.

        iv. Penalties that may be imposed upon employees for drug abuse violations.

    c. Every employee who works on the Project will:

        i. Receive a copy of the company's drug-free workplace policy statement.

        ii. Agree to abide by the terms of the company's statement as a condition of employment on the Grant Agreement.

2. Failure to comply with these requirements may result in suspension of payments under this Grant Agreement, or termination of this Grant Agreement, or both, and Grantee may be ineligible for award of any future Grant Agreements if the department determines that any of the following has occurred:

    a. The Grantee has made false certification or violated the certification by failing to carry out the requirements, as noted above. (GC 8350 et seq.)

I. LAW ENFORCEMENT AGENCIES

1. All law enforcement Organization/Agency/Agency Grantees shall comply with California law regarding racial profiling. Specifically, law enforcement Organization/Agency/Agency Grantees shall not engage in the act of racial profiling, as defined in California Penal Code Section 13519.4.

TERMS AND CONDITIONS

J. LABOR CODE/WORKERS' COMPENSATION

1. The Grantee is advised and made aware of the provisions which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions, and Grantee affirms to comply with such provisions before commencing the performance of the work of this Grant Agreement, (refer to Labor Code Section 3700).

K. GRANT APPLICATION INCORPORATION

1. The Grantee agrees the Grant Application and any subsequent changes or additions approved or required by the State is hereby incorporated into this Grant Agreement.

L. STATE LOBBYING

1. The Grantee is advised that none of the funds provided under this Grant Agreement may be used for any activity specifically designed to urge or influence a state or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any state or local legislative body. Such activities include both direct and indirect (e.g., “grassroots”) lobbying activities, with one exception. This does not preclude a state official, whose salary is supported by this Grant Agreement, from engaging in direct communications with the state or local legislative officials, in accordance with customary state and/or local practice.

M. REPRESENTATION AND WARRANTIES

1. The Grantee represents and warrants that:

    a. It is validly existing and in good standing under the laws of the State of California, has, or will have the requisite power, authority, licenses, permits, and the like necessary to carry on its business as it is now being conducted and as contemplated in this Grant Agreement, and will, at all times, lawfully conduct its business in compliance with all applicable federal, state, and local laws, regulations, and rules.

    b. It is not a party to any Grant Agreement, written or oral, creating obligations that would prevent it from entering into this Grant Agreement or satisfying the terms herein.

    c. If the Grantee is a Nonprofit Organization/Agency, it will maintain its “Active” status with the California Secretary of State, maintain its “Current” status with the California Attorney General’s Registry of Charitable Trusts, and maintain its federal and State of California tax-exempt status. If the Grantee subcontracts with a Nonprofit as part of this Grant Agreement, the Grantee shall ensure the Nonprofit will maintain its “Active” status with the California Secretary of State, maintain its “Current” status with the California Attorney General’s Registry of Charitable Trusts, and maintain its federal and State of California tax-exempt status.

    d. All of the information in its Grant Application and all materials submitted are true and accurate.

N. AIR OR WATER POLLUTION VIOLATION

1. Under the state laws, the Grantee shall not be: (1) in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district; (2) subject to cease and desist order not subject to review issued pursuant to Section 13301 of the Water Code for violation of waste discharge requirements or discharge prohibitions; or (3) finally determined to be in violation of provisions of federal law relating to air or water pollution.

TERMS AND CONDITIONS

O. GRANTEE NAME CHANGE

1. Grantee agrees to immediately inform the State, in writing, of any changes to the name of the person within the Organization/Agency/Agency with delegated signing authority.

2. An Amendment is required to change the Grantee's name, as listed on this Grant Agreement. Upon receipt of legal documentation of the name change, the State will process the Amendment. Payment of invoices presented with a new name cannot be paid prior to approval of said Amendment.

P. RESOLUTION

1. A county, city, district, or other local public body shall provide the State with a copy of a resolution, order, motion, or ordinance of the local governing body, which by law, has authority to enter into a Grant Agreement, authorizing execution of the Grant Agreement.

Q. PAYEE DATA RECORD FORM STD. 204

1. This form shall be completed by all non-governmental Grantees.

R. FINANCIAL INFORMATION SYSTEM FOR CALIFORNIA GOVERNMENT AGENCY TAXPAYER ID FORM

1. This form shall be completed by all Grantees.

S. CONFLICT OF INTEREST

1. This section serves to make the Grantee aware of specific provisions related to current or former state employees. If Grantee has any questions regarding the status of any person rendering services or involved with the Grant Agreement, the Grantee shall contact the State (California Highway Patrol, Impaired Driving Section, Cannabis Grants Unit) immediately for clarification.

2. Current State Employees:

   a. No officer or employee shall engage in any employment, activity, or enterprise, from which the officer or employee receives compensation or has a financial interest, and which is sponsored or funded by any state agency, unless the employment, activity, or enterprise is required, as a condition of regular state employment.

   b. No officer or employee shall contract on their own behalf, as an independent Grantee, with any state agency to provide goods or services.

3. Former State Employees:

   a. For the two-year period from the date they left state employment, no former state officer or employee may enter into a contract in which they engaged in any of the negotiations, transactions, planning, arrangements, or any part of the decision-making process relevant to this Grant Agreement while employed in any capacity by any state agency.

   b. For the 12-month period from the date they left state employment, no former state officer or employee may enter into a contract with any state agency if they were employed by that state agency in a policy-making position in the same general subject area as the proposed Grant Agreement within the 12-month period prior to their leaving state service.

4. The authorized representative of the Grantee Organization/Agency, named within this Grant Agreement, warrants their Organization/Agency and its employees have no personal or financial interest and no present or past employment or [illegible]ich would be incompatible with

participating in any activity related to this Grant Agreement. For the duration of this Grant Agreement, the Organization/Agency and its employees will not accept any gift, benefit, gratuity or consideration, or begin a personal or financial interest in a party who is associated with this Grant Agreement.

5. The Grantee Organization/Agency and its employees shall not disclose any financial, statistical, personal, technical, media-related, and/or other information or data derived from this Grant Agreement, made available for use by the State, for the purposes of providing services to the State, in conjunction with this Grant Agreement, except as otherwise required by law or explicitly permitted by the State in writing. The Grantee shall immediately advise the State of any person(s) who has access to confidential Project information and intends to disclose that information in violation of this Grant Agreement.

6. The Grantee will not enter into any Grant Agreement or discussions with third parties concerning materials described in paragraph five (5) prior to receiving written confirmation from the State that such third party has a Grant Agreement with the State, similar in nature to this one.

7. The Grantee warrants that only those employees who are authorized and required to use the materials described in paragraph 5 will have access to them.

8. If the Grantee violates any provisions in the above paragraphs, such action by the Grantee shall render this Grant Agreement void.

T. EQUIPMENT-USE TERMS

1. The Grantee agrees any equipment purchased under this Grant Agreement shall be used for impaired driving efforts.

2. Law Enforcement Projects:

   a. Oral Fluid Drug Screening Devices and Cannabis/Marijuana Breath Testing Equipment - The Grantee agrees to ensure all personnel using road-side drug testing equipment, including oral fluid drug testing devices and/or cannabis/marijuana breath testing devices, purchased with grant funds from this Grant Agreement, are trained to recognize alcohol and drug impairment. At a minimum, personnel using these devices should receive Standardized Field Sobriety Testing training. These personnel are also encouraged to attend Advanced Roadside Impaired Driving Enforcement and Drug Recognition Evaluator training. Prior to using these devices, the Grantee agrees to obtain permission from their local prosecutor's office, establish a policy ensuring appropriate use, and require the staff using these devices to receive appropriate training, which may include training from the manufacturer. This will help ensure the equipment is used appropriately. The Grantee shall advise the State (California Highway Patrol, Impaired Driving Section, Cannabis Grants Unit) of any legal challenges or other items of significance that may affect the use or legal acceptance of these devices. Additionally, the State may request additional information about the performance of these devices, including information about their use, accuracy, and feedback from personnel using the devices.

   b. Law Enforcement Vehicles – The Grantee agrees any law enforcement vehicles purchased with Grant funds, from this Grant Agreement, will be primarily used for the enforcement of driving under the influence laws and/or providing public education, related to the dangers of driving under the influence. Additionally, any vehicle purchased using funds from this Grant Agreement shall comply with all California Vehicle Code and California Code of Regulation requirements. The State may require the Grantee to mark these vehicles with a decal and/or emblem, indicating the vehicle is used for driving under the influence enforcement.

Schedule A

Folsom Police Department

All grant awards, including any adjustments to requested funding, were made by the Cannabis Grants Unit based on the merits of the Grant Application, scale of operation, and in accordance with the Request for Application (RFA) requirements and associated regulations. As a result, not all Project activities and items detailed in Schedule A are applicable. Refer to Schedule B - Detailed Budget Estimate for approved Budget line items and Project activities. Project activities and items that are not clearly identified/specified in the Grant Agreement must be submitted to and approved by CGU prior to purchase.

Project Description

The funding received through this grant will allow the Folsom Police Department to perform the following:

Two (2) DUI / Impaired Driving Checkpoints ($10470.65 per checkpoint = $20,941.30),

Twelve (12) DUI/Impaired Driving Saturation Patrols ($1540 per saturation patrol = $18,480),

Four (4) Presentations to School Groups (2 officers per 2-hour presentation at $385/presentation = $1,540),

Eight (8) Know Your Limits -DUI preventions/sober driver campaigns $1540/operation = $12,320),

Send four (4) officers to SFST/ARIDE training (generally held here at FPD $0 cost, backfill $2887.50/day = $11,550),

Purchase four (4) Fox Fury Nomad 360 LED portable light towers - these light towers would be deployed at our DUI checkpoints as scene lighting for the screening areas and SFST areas to create a safer working environment for officers working the checkpoints. ($2390/4 = $9560)

Purchase a Ford F250, marked and equipped as an emergency vehicle, that would be designated to the traffic unit and would be used of towing our DUI trailer which carries our checkpoint equipment and serves as a temporary command center for our DUI checkpoints. Our current towing vehicle is being decommissioned due to high mileage and service life, and we are currently relying on borrowing a vehicle from another department within the City for each DUI checkpoint. This vehicle would also assist in hauling equipment such as LED signboards and traffic cones which are deployed for each DUI checkpoint, as well as community outreach and messaging throughout the year. (Vehicle cost/$75,000 (veh + tax) and upfitting/$15000 (lights and radio equipment) -=$90,000)

Purchase two BMW R1250RT-P motorcycles - assigned to the traffic unit for traffic enforcement, DUI enforcement, and educational community outreach. Our traffic unit is focused on enforcing traffic laws with the City of Folsom which includes focused enforcement on DUI/DUID drivers. These motorcycles would replace aging equipment that have reached the end of their service life. Having officers on motorcycles gives these officers the ability to move quickly through traffic and respond faster to traffic issues, including locating reported DUI drivers that are actively on the roadway. Our traffic/motorcycle officers are also tasked with community outreach programs and presentations regarding traffic safety and DUI/DUID education. They are actively involved in local high school driver education programs, and neighborhood watch/block captain meetings where traffic safety is discussed. (Motorcycle $34,000 + Radio Equip $8,000 [$42,000]x2 = $84000)

The desired outcome from each of these activities will be the reduction in impaired driving within the City of Folsom. The equipment/vehicles purchased through this grant would dedicate resources to the enforcement in DUI/Impaired driving enforcement and education.

Schedule A

Problem Statement & Proposed Solution

The City of Folsom has historically had a DUI problem with the majority of our arrests involving suspects with double the legal limit of alcohol present in their bloodstream. In the past five years (2019-2023) the City of Folsom has had a total of ten (10) fatal collisions involving impaired drivers, and an additional eighty (101) injury collisions involving DUI drivers. These collisions left a total of one hundred and forty nine (149) people injured. In 2024 (Jan-Dec) the City of Folsom had 17 DUI related collisions, resulting in 27 people injured, and 1 DUI related fatality. With increased proactive saturation patrols and DUI checkpoints funded by grants, the city saw a decrease of 19% (21 to 17) in DUI related traffic collisions. For 2024 officers made 204 DUI/DUID arrests during normal patrol operations, 6 DUI checkpoints, and 16 DUI Saturation patrols.

The funds obtained in this grant will assist our department to train our staff to better identify impaired drivers. Additionally, the funds will allow for high visible, DUI checkpoints, and saturations patrols which will be advertised through social media outlets. They will also allow officers to give presentations to high school students on the dangers of impaired driving and conduct "Know Your Limit" campaigns at local alcohol establishments. During the "Know Your Limit" campaigns officers interact with bar/restaurant patrons asking them where they think their current BAC is and then allow them to compare their guess with the results from a calibrated PAS device. This interaction has been positively received by the community and changed the attitudes of would-be DUI drivers. Each of these action items will help reduce the number of DUI collisions and hopefully lower the BAC level found during arrests.

Performance Measures/Scope of Work

Goal #1 - Conduct one (1) DUI Checkpoint each half of the year in locations where DUI arrests/fatal collisions have occurred. First checkpoint planned for September-October time frame, and second checkpoint between March-April time frame. Checkpoints funded by this grant, in conjunction with other checkpoints, will demonstrate the Folsom Police Department's desire to actively enforce DUI/DUID laws. Our goal is to educate drivers and show an active presence for DUI/DUID enforcement and reduce DUI/DUID drivers by 5%.

Goal #2 - Perform one (1) DUI/DUID saturation patrol each month (12 during the year) targeting/reducing the number ofDUI/DUID drivers in our city. Officers proactively enforcing DUI/DUID laws will impart the belief that DUI/DUID is notacceptable in the City of Folsom. Our goal to reduce DUI/DUID drivers by 6% and make the roadway safer to the motoring public.

Goal #3 - Provide a minimum of one (1) DUI/DUID presentation during each semester at both of our High Schools (2 at each school - 4 total during the year). These presentations are designed to positively influence our youth to not drive while DUI/DUID. The presentations will be done every other quarter.

Goal #4 - Perform eight (8) (approx. 2 each quarter) Know Your Limits Campaigns during the year (these campaigns willtarget holidays and special events (i.e. Christmas/ New Year / St Patrick’s Day / Summer Months/ Superbowl etc.). These will allow bar/restaurant patrons to know how they feel at different BAC levels which will encourage them to notdrive while impaired. Our goal is to provide knowledge and education to the public and reduce DUI/DUID driving by 5%.

Goal #5 - Send four (4) newly hired officers to SFST school, or four (4) officers for continued training for ARIDE. This will allow our newest officers the ability to actively seekout DUI/DUID drivers, or advance our current officers on further training in the detection of DUI/DUID with more advanced training. Our Goal is to send 1 officer each quarter.

Goal #6 - Purchase four (4) LED light towers for use at DUI checkpoints for scene lighting to enhance the safety of officers working at the screening areas of the the DUI checkpoint and SFST area. Purchase of new equipment would happen in the first quarter so it could be utilized immediately for upcoming activities.

Goal #7 - Purchase a marked, and emergency equipped, F250 Truck to support our traffic unit by providing a dedicated vehicle for transporting our DUI checkpoint trailer, transportation of LED signboards, and equipment used to conduct our DUI checkpoints and community education. Purchase of new equipment would happen in the first quarter so it could be utilized immediately for upcoming activities.

Schedule A

Goal #8 - Purchase two (2) fully equipped BMW Police motorcycles to replace end-of-service-life equipment used by our traffic officers that conduct traffic and DUI enforcement operations. Purchase of new equipment would happen in the first quarter so it could be implemented for DUI/DUID enforcement activities.

Project Performance Evaluation

The Folsom Police Department will be able to determine the effectiveness of this program by monitoring the number of DUI arrests made, the BAC level of arrestees, and the number of fatal DUI collisions during the grant period. This datawill be compiled monthly and compared to data from the previous year to determine the impacts. Our department willactively advertise each of our goals and check social media posts to determine community engagement with theseenforcement efforts. Positive comments about the campaign efforts will be noted and we will track how much additionalfollow-up conversations are held throughout the community. Internally, we will continue to track how many officers aretraining in SFST, ARIDE, and DRE and determine their comfort level on DUI arrests.

Program Sustainability

As more officers are trained in the identification of impaired drivers through ARIDE, SFST, and DRE schools, the Folsom Police Department will create a culture of impaired driving enforcement. Our Traffic Bureau will lead theseefforts and when staffing allows, our patrol teams will deploy officers to strictly enforce DUI laws during their assignedshifts thereby eliminating the need for additional grant funding. These efforts will help reduce the numbers of DUIoffenders within the city as well as reduce the impairment level of drivers (reduce BAC%).

Administrative Support

The Folsom Police Department actively seeks out education, enforcement, and training opportunities surroundingDUI/DUID. Our administration supports these endeavors and we have a dedicated Administrative Technician to helpprocess the finances obtained through the grant process. The FPD traffic unit applies for/receives grant funding throughthe Office of Traffic Safety each year. We have received numerous Selective Traffic Enforcement Program (STEP)grants and we have met/exceeded the reporting criteria for these grants each year. We are aware of the reportingrequirements needed when receiving grant funds and gather the statistical data gained during each deployment period.We have developed grant specific forms/spreadsheet that are used by our officers during deployments to track therequired information. Additionally, we have existing processes in place to track time spent on grant opportunities duringour payroll processing. Each of these allows the department to process, track, and maintain fiscally proficient during thegrant period.

Schedule B

Detailed Budget Estimate

Award Number	Organization/Agency	Total Amount
23340	Folsom Police Department	$248,391.30

Cost Category	Line Item Name	Total Cost to Grant
Other Direct Costs		
	Portable Light Tower	$9,560.00
	DUI Patrol Motorcycle - Outfitting	$16,000.00
	DUI Vehicle Patrol Truck - Outfitting	$15,000.00
Category Sub-Total		**$40,560.00**
Personnel		
	Backfill	$11,550.00
	DUI Checkpoints	$20,941.30
	Education and Outreach	$13,860.00
	DUI Saturation Patrols	$18,480.00
Category Sub-Total		**$64,831.30**
Equipment		
	DUI Vehicle Patrol Truck	$75,000.00
	DUI Patrol Motorcycle	$68,000.00
Category Sub-Total		**$143,000.00**

Grant Total	$248,391.30

Schedule B-1
Budget Narrative

Folsom Police Department

Prior to engaging in grant-funded Saturation Patrols, DUI Checkpoints, or other enforcement activities in areas where the grantee does not have primary traffic jurisdiction, the grantee should consult with the agency having primary traffic jurisdiction.

Other Direct Costs

DUI Vehicle Patrol Truck - Outfitting
$15,000.00
Vehicle Truck upfitting; Emergency code-3 LED lighting and light bar, siren speaker and amplifier package= $7000. Motorola mobile radio - $8000. $7000 = $8000 = Total cost $15,000

DUI Patrol Motorcycle - Outfitting
$16,000.00
Motorola mobile radio w/remote head display - $8000/ea. $8,000 x2= total cost $16000.

Portable Light Tower
$9,560.00
FoxFury 360 LED Scene lights

4 - FoxFury Nomad 360 portable light towers $2390/4 = $9560 total cost

Personnel

Backfill
$11,550.00
Backfill FYI - this is for personnels who will cover the shift for the personnels who are attending trainings.

Send 4 officers to SFST or ARIDE training: Staffing - 1 officer per class (backfill) hours of shift: (Various 10 hours/day, 3-day
class) 10 hours x $96.25/hour ($962.50/day) x 3 days = $2887.50 backfill per class x 4 classes = $11550. All pay schedules are estimated in overtime pay and the rates do not include benefits.

DUI Checkpoints
$20,941.30
2 DUI/Impaired driving checkpoints: Staffing - 1 Sergeant, 11 officers, 1 dispatcher, 1 community service officer. Hours of shift: 1800-0200, 1 Sgt x 8 hours x $149.22/hour +1 dispatcher x 8 hours x $60.31/hour, +1 CSO x 8 hours x
$71.02, +11 officers x 8 hours x $93.48/hour = $10,470.65 per checkpoint, 2 DUI/DUID checkpoints x $10,470.65 = $20,941.30
All pay schedules are estimated in overtime pay and the rates do not include benefits.

Education and Outreach
$13,860.00
8 Know Your Limits - DUI Prevention/sober driving campaigns; Staffing. -4 officers per operation, hours of shift (various - 4 hour operations), 4 personnel x 4 hours x $96.25/hour = $1540 per operation, 8 operations x $1540 = $12,320 4 Presentations to school groups (2 officers per 2-hour presentation) 2 hours x 2 officers x $96.25/hour = $385/presentation, 4 presentations x $385 = $1540
All pay schedules are estimated in overtime pay and the rates do not include benefits.

Schedule B-1
Budget Narrative

Folsom Police Department

Prior to engaging in grant-funded Saturation Patrols, DUI Checkpoints, or other enforcement activities in areas where the grantee does not have primary traffic jurisdiction, the grantee should consult with the agency having primary traffic jurisdiction.

DUI Saturation Patrols
$18,480.00
12 DUI/Impaired driving saturation patrols; Staffing - 2 officers per operations, hours of shift 1800-0200, 2 personnel x 8 hours x $96.25/hour = $1540 per saturation patrol, 12 saturation patrols x $1540 = $18,480
All pay schedules are estimated in overtime pay and the rates do not include benefits.

Equipment

DUI Vehicle Patrol Truck
$75,000.00
DUI/DUID Enforcement Truck

1 -Ford F250 Truck factory equipped. -$75,000 (total veh cost).

DUI Patrol Motorcycle
$68,000.00
2 - BMW R1250RT-P motorcycles (veh cost 34,000) = $34,000/ea x2 = $68,000 total cost.

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11450 – A Resolution Authorizing Public Fireworks Displays During the Sacramento County Sheriff's Rodeo
FROM:	Fire Department

RECOMMENDATION / CITY COUNCIL ACTION

The Fire Department recommends that the City Council pass and approve Resolution No. 11450 – A Resolution Authorizing Public Fireworks Displays During the Sacramento County Sheriff's Rodeo.

BACKGROUND / ISSUE

The Sacramento County Sheriff's Rodeo is scheduled for October 4, 2025, at Rodeo Park, with a proximate firework display.

The Fire Department is coordinating the safety requirements for the fireworks display with the Sacramento County Sheriff's Foundation and the California State Fire Marshal's Office. The licensed firm Fireworks & Stage FX America has been secured by the Sacramento County Sheriff's Foundation to operate the firework display.

POLICY / RULE

Section 9.36.020 of the Folsom Municipal Code states that public displays of fireworks may only be held when authorized by resolution of the City Council, after recommendation of the Fire Chief, and when under the supervision of a licensed pyrotechnic operator.

ANALYSIS

A public display of fireworks is proposed by the sponsor of the event to be fired at or near the conclusion of the rodeo. Staff have reviewed all safety issues relating to public fireworks displays and are working with the Sacramento County Sheriff's Foundation and Fireworks & Stage FX America to mitigate any potential issues. Staff believe that these mitigation measures will reasonably satisfy the safety concerns.

FINANCIAL IMPACT

There is no fiscal impact as the overtime staff costs for the required fire safety standby will be paid by the Sacramento County Sheriff's Foundation.

ENVIRONMENTAL REVIEW

There are no foreseeable environmental impacts.

ATTACHMENTS

1. Resolution No. 11450 – A Resolution Authorizing Public Fireworks Displays During the Sacramento County Sheriff's Rodeo

2. Fire Department Permit Application from Fireworks & Stage FX America – Sacramento County Sheriff's Rodeo

Submitted,



Ken Cusano, Fire Chief

Attachment 1

RESOLUTION NO. 11450

A RESOLUTION AUTHORIZING PUBLIC FIREWORKS DISPLAYS DURING THE SACRAMENTO COUNTY SHERIFF'S RODEO

WHEREAS, on the evening of October 4, 2025, the Sacramento County Sheriff's Foundation will be sponsoring the Sacramento County Sheriff's Rodeo at the Rodeo Park; and

WHEREAS, Folsom Municipal Code Section 9.36.020 authorizes the public display of fireworks; and

WHEREAS, the City of Folsom wishes to support the Sacramento County Sheriff's Foundation,

NOW, THEREFORE, BE IT RESOLVED that the City Council authorizes this public display of fireworks, with the recommendation of the Fire Chief, and under the supervision of licensed pyrotechnic operators.

PASSED AND ADOPTED this 26th day of August 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

FOLSOM FIRE DEPARTMENT

535 Glenn Drive Folsom, CA 95630
Office (916) 461-6300 Fax (916) 984-7081
www.folsom.ca.us

FIRE SAFETY OFFICER SERVICE AGREEMENT

APPLICANT: Julie Andrews dba Fireworks & Stage FX America

TAX ID#/ORGANIZATION#: 45-5334907

ADDRESS: PO Box 488 Lakeside, Ca 92040

TELEPHONE: 619-938-8277

It has determined by the Fire Chief, in accordance with City of Folsom Municipal Code Chapter 8.36 (Folsom Fire Code § 107.8) that provision must be made for Fire Safety Officer Services at the following event/activity:

Date(s)	Start Time	Finish Time	Total Hours
10/4/2025	6:30pm	10:30pm	4.0

LOCATION OF EVENT: Dan Russell Arena 200 Wool Street Folsom, Ca 95630

TYPE OF EVENT: Pyrotechnics for Sacramento County Sheriff's Rodeo

The Fire Chief hereby agrees to furnish, and Applicant hereby agrees to accept and pay for, the requisite Fire Safety Officer Services subject to the following terms and conditions:

1. The event/activity will require approximately 4 hours of service by 1 Fire Safety Officer(s), to be provided at Fire Department staff actual cost;
2. In the event additional hours of Fire Safety Officer services are required by the length and/or nature of the event/activity, such additional services shall be provided by the Fire Department at the same hourly rate(s) as aforesaid;
3. The Folsom Fire Department shall bill by invoice for the aforesaid services;
4. The Applicant shall remit the full sum due and owing within thirty (30) days of the date of the invoice.

Julie Office Manager — 8/8/2025

Signature of Applicant *(If authorized representative, give title)* — Date

Signature of Fire Department Representative *(include title)* — Date

Working Together to Provide Superior Services in a Safe, Thorough, and Efficient Manner

FOLSOM FIRE DEPARTMENT

535 Glenn Drive Folsom, CA 95630
Office (916) 461-6300 Fax (916) 984-7081
www.folsom.ca.us

FIRE DEPARTMENT PERMIT APPLICATION

OPERATIONAL PERMIT

BUSINESS NAME (Print)	Fireworks & Stage FX America
ADDRESS	PO Box 488 Lakeside, Ca 92040
APPLICANT NAME	Julie Andrews
BILLING ADDRESS (IF DIFFERENT)	
TELEPHONE NUMBER	619-938-8277
E-MAIL	office@fireworksamerica.com
ACTIVITY DESCRIPTION	Pyrotechnics for Sacramento County Sheriff's Rodeo

A property owner or owner's authorized agent who intends to conduct an operation or business that are regulated by the California Fire Code shall receive an operational permit from the fire code official. (CFC 105)

Conditions of Permit

The conditions, surroundings, and arrangements for the operation(s) or activities subject to this permit shall be in accordance with all applicable regulations. The premises shall be subject to periodic inspection by the City of Folsom to ensure compliance with the applicable regulations and any condition(s) imposed. The permit is subject to revocation for failure to comply with those regulations and any specific conditions that are in effect at the time of inspection.

In obtaining a fire department permit the applicant understands and acknowledges that Folsom Fire Department has the right to enter and inspect that for which the permit is issued for compliance within the rules and regulations enforced by the City of Folsom. The applicant acknowledges that right and agrees to pay all costs incurred by the City of Folsom in securing any judicial writ or inspection warrant to fulfill that right wherein the applicant fails to give consent for inspection.

FIRE CODE PERMIT FEES (To operate, conduct, perform, store, or use the following):

	Operational Permit Inspections* ($205 each) (Check One or More)		
	Activities in Hazardous Fire Areas		Liquid/Gas-fueled Vehicles/Equip in Assembly Bldgs.
	Additive Manufacturing		Lithium-ion/Lithium Metal Batteries (15+ cu. ft./strg.)
	Aerosol Products Storage/Handling		Lumber Yards and Woodworking Plants
	Amusement Buildings		Magnesium Storage/Handling
	Aviation Facilities		Miscellaneous Combustible Storage (2500+ sq. ft.)
	Carbon Dioxide Systems (100+ pounds)		Mobile Fueling of Hydrogen-Fueled Vehicles
	Carnivals and Fairs		Motion Picture and other Filming
	Cellulose Nitrate Film		Motor Vehicle Fuel Dispensing Facilities
	Christmas Tree Lots		Open Burning
	Combustible Dust-Producing Operations		Open Flames and Candles
	Combustible Fiber Storage/Handling		Open Flames and Torches
	Compressed Gases Storage/Handling		Organic Coatings
	Covered and Open Mall Buildings		Outdoor Assembly Event
	Cryogenic Fluids Storage/Handling		Places of Assembly (50 or more people)
	Cutting & Welding		Plant Extraction Systems
	Dry Cleaning		Production Facilities (Live Audiences)
	Energy Storage Systems	X	Pyrotechnics / Special Effects Material
	Exhibits and Trade Shows		Pyroxylin Plastics Storage/Handling
	Explosives Storage/Handling		Refrigeration Equipment Storage/Handling
	Fire Hydrants and Valves (Including private)		Repair Garages
	Flam./Combust. Liquids Storage/Handling/Pipelines		Rooftop Heliports
	Floor Finishing (350+ sq. ft.)		Spraying or Dipping
	Fruit & Crop Ripening		Storage of Scrap Tires and Tire Byproducts
	Fumigation/Insecticidal Fogging		Temporary Membrane Structures and Tents
	Hazardous Materials Storage/Handling		Tire Rebuilding Plants
	Hazardous Production Material (HPM) Facilities		Waste Handling
	High Piled Combustible Storage (500+ sq. ft.)		Wood Products Storage/Handling
	Hot Work Operations		Expedited Service Fees (1.5 X Regular Fee)
	Industrial Ovens		Technical Assistance / Third Party (Actual Cost)
	Liquefied Petroleum (LP) Gas Storage		Re-Inspection (2nd and subsequent) $247 each

* Includes initial fire and life safety inspection and one re-inspection.

TOTAL FEE(S) DUE $_____

MAKE CHECKS PAYABLE TO: ***CITY OF FOLSOM***
FOLSOM FIRE DEPARTMENT
ACCTS RECEIVABLE
535 GLENN DRIVE
FOLSOM, CA 95630

Email this form to FolsomFire: folsomfire@folsom.ca.us

(OFFICE USE ONLY)

PAYMENT RECEIVED: _____ *CHECK NUMBER:*_____ *CASH:*_____

*PERMIT NUMBER:*_____ *INSPECTOR:*_____

Application for Permit for a Public Display of Pyrotechnics

FIREWORKS & STAGE FX AMERICA
P. O. Box 488
Lakeside, CA 92040-0488

08/26/2025 Item No.6.

Authority having Jurisdiction: 25296
Michelle Toledo
Folsom Fire Department
535 Glenn Drive
Folstom, CA 95630

Client:
Sacramento County Sheriff's Foundation
Attn: Mike Ziegler
4500 Orange Grove Ave
Sacramento, Ca 95841

Fireworks & Stage FX America, Inc. on behalf of the Sponsor Listed Above requests a permit to conduct a public display of fireworks in accordance with Federal, State and Local Laws and Ordinances.

Date(s): 10/4/2025

Time/Length: 9:45pm 8 min

Pyrotechnic Operator(s) and License Number: Brandon Waits (Operator Name) 2936-02 (License No.) and assistants.
(where required)

Brandon Cell: 916-802-4482
Email: bfwaits@gmail.com

Site Information:
Dan Russell Arena
200 Wool Street
Folsom, Ca 95630

Proof of current **General Liability Insurance and Workers Compensation** Insurance is **attached**.

A **detailed diagram** of the proposed firing site is **attached**.

Office contact: Julie Andrews
(619) 938-8277, Fax (619) 938-8273

Description of Display:
Sacramento County Sheriff's Foundation on 10/4/2025 in Folsom, Ca.
Fireworks fired Electrically, in Racks.

Ground Level Pyrotechnics (0 - 50 Foot typical Altitude):

Low Level Pyrotechnics (51 - 125 foot typical altitude):

Bombardments - 23;

Aerial Pyrotechnics (>125 foot typical altitude):

PERMISSION TO CONDUCT A PUBLIC DISPLAY OF PYROTECHNICS AS SPECIFIED HEREIN

IS HEREBY: PERMITTED DENIED
Circle Appropriate

Signature of Permitting Authority Date

Title

Application for Permit for a Theatrical Display of Pyrotechnics

FIREWORKS & STAGE FX AMERICA
P. O. Box 488
Lakeside, CA 92040-0488

08/26/2025 Item No.6.

Authority having Jurisdiction:
Michelle Toledo
Folsom Fire Department
535 Glenn Drive
Folstom, CA 95630

Client:
Sacramento County Sheriff's Foundation
Attn: Mike Ziegler
4500 Orange Grove Ave
Sacramento, Ca 95841

Fireworks & Stage FX America, Inc. on behalf of the Sponsor Listed Above requests a permit to conduct a public display of fireworks in accordance with Federal, State and Local Laws and Ordinances.

Date and Time: 10/4/2025 9:45pm

Other Dates:

Pyrotechnic Operator(s) and License Number: (where required)
Brandon Waits (Operator Name) 2936-02 (License No.)
and assistants.

Site Information:
Dan Russell Arena
200 Wool Street
Folsom, Ca 95630

Brandon Cell: 916-802-4482
Email: bfwaits@gmail.com

Office contact: Julie Andrews
(619) 938-8277, Fax (619) 938-8273

General Public Display License Number 0528:

Proof of current **General Liability Insurance and Workers Compensation** Insurance is **attached**.

A **detailed diagram** of the proposed firing site is **attached**.

Description of Pyrotechnics and Special Effects:

Proximate Devices	Qty	Size
30MM Comets	30	
30MM Mines	14	

PERMISSION TO CONDUCT A PUBLIC DISPLAY OF PYROTECHNICS AS SPECIFIED HEREIN

IS HEREBY: PERMITTED DENIED
Circle Appropriate

Signature of Permitting Authority Date

Title

Fireworks America Permit Reference No. 25296

Printed 8/8/


WIND
NORTH
Folsom Pro Rodeo
Launch Site 3
Launch site 1
Launch Site 2
Stafford St

FIREWORKS LICENSE

FOR

Public Display - General

LICENSE NUMBER: GPD-0528

Licensee : FIREWORKS & STAGE FX AMERICA, LLC

12485 CA 67
LAKESIDE, CA, 92040-0488
6199388277

Issue Date : 05/16/2025
Expiration Date : 06/30/2026

The Public Display - General Fireworks License is issued to the above Licensee by the California Office of the State Fire Marshal and maybe revoked or suspended for errors or for providing incorrect information provided by the applicant or company representatives. This license does not serve as or provide any warranties or guarantees of continued licensure and is subject to investigation.

Display Information:

Display Address	City	Zip	County
VARIOUS	VARIOUS	00000	USA

CWalker

Issued By Cortney Walker
Fire Engineering License Manager
Fire Engineering and Investigations Division

Reviewed and Approved By Caleb Phillips
Program Coordinator
Fire Engineering and Investigations Division

OFFICE OF THE STATE FIRE MARSHAL

Please visit calfire.govmotus.org for more information on licensing and permitting with CAL FIRE

FIREWORKS LICENSE

FOR

Importer/Exporter

LICENSE NUMBER: I/E-1129

Licensee : FIREWORKS & STAGE FX AMERICA, LLC

12485 CA 67
LAKESIDE, CA, 92040-0488
619-938-8277

Issue Date : 05/16/2025
Expiration Date : 06/30/2026

The Importer/Exporter Fireworks License is issued to the above Licensee by the California Office of the State Fire Marshal and maybe revoked or suspended for errors or for providing incorrect information provided by the applicant or company representatives. This license does not serve as or provide any warranties or guarantees of continued licensure and is subject to investigation.

CWalker

Issued By Cortney Walker
Fire Engineering License Manager
Fire Engineering and Investigations Division

Reviewed and Approved By Caleb Phillips
Program Coordinator
Fire Engineering and Investigations Division

OFFICE OF THE STATE FIRE MARSHAL

Please visit calfire.govmotus.org for more information on licensing and permitting with CAL FIRE

FIREWORKS LICENSE

FOR

Wholesaler

LICENSE NUMBER: W-1132

Licensee : **FIREWORKS & STAGE FX AMERICA LLC**
12485 CA 67
LAKESIDE, CA, 92040
na

Issue Date : 05/16/2025
Expiration Date : 06/30/2026

The Wholesaler Fireworks License is issued to the above Licensee by the California Office of the State Fire Marshal and maybe revoked or suspended for errors or for providing incorrect information provided by the applicant or company representatives. This license does not serve as or provide any warranties or guarantees of continued licensure and is subject to investigation.

CWalker

Issued By Cortney Walker
Fire Engineering License Manager
Fire Engineering and Investigations Division

Reviewed and Approved By Caleb Phillips
Program Coordinator
Fire Engineering and Investigations Division

OFFICE OF THE STATE FIRE MARSHAL

please visit calfire.govmotus.org for more information on licensing and permitting with CAL FIRE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11451 - A Resolution Accepting a Grant of $42,000 from the Community Development Block Grant (CDBG) Program for the Glenn Drive and School Street Intersection Improvements Project, Project No. 2409, and Authorizing the City Manager to Execute Construction Change Order No.1 with B&M Civil LLC in the amount of $38,082 and Appropriation of Funds in the CDBG Fund (Fund 201)
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11451 - A Resolution Accepting a Grant of $42,000 from the Community Development Block Grant (CDBG) Program for the Glenn Drive and School Street Intersection Improvements Project, Project No. 2409, and Authorizing the City Manager to Execute Construction Change Order No. 1 with B&M Civil LLC in the amount of $38,082 and Appropriation of Funds in the CDBG Fund (Fund 201).

BACKGROUND / ISSUE

On June 13, 2023, the City Council approved Resolution No. 11045, authorizing the City Manager to execute an agreement with the Sacramento Housing and Redevelopment Agency (SHRA) for continued participation in the Community Development Block Grant (CDBG) Program and related activities from January 1, 2024, to December 31, 2026. This agreement authorizes SHRA, on behalf of the County of Sacramento, to undertake essential community development and housing assistance activities in Folsom and to approve eligible programs and/or projects for the years 2024, 2025, and 2026. As part of this program, SHRA has allocated $42,000 in CDBG funds for qualifying ADA projects.

In December 2024, staff identified the Glenn Drive and School Street Intersection Improvements Project as a potential appropriate use of these funds. The purpose of the project is to bring a critical

intersection in the Central Business District of Folsom into ADA compliance. The intersection of Glenn Drive and School Street serves as both a major connection with the Historic District and a center point of the local neighborhood. ADA ramps have recently been installed at two of the four corners of the intersection; however, the other two remain out of compliance.

Installation of the new ADA ramps requires removal of two existing substandard drainage inlets and regrading of existing concrete sidewalks, curbs, and gutters. New drainage inlets and conduits meeting current city specifications will be installed and connected to the existing storm drain manhole to ensure that proper stormwater drainage is maintained. Milling and replacement of asphalt throughout the intersection is also included in the scope of work. Finally, new thermoplastic crosswalks and stop bars will be striped at all approaches. These improvements will improve pedestrian safety and accessibility within the intersection.

Staff worked closely with SHRA to ensure the project qualified for the available CDBG funds, while concurrently finalizing the construction bid package. Originally, the intent was to accept the grant and award the construction contract simultaneously; however, there were unforeseen delays in the SHRA processing and contracting for this capital project. Staff elected to proceed with awarding this important pedestrian connectivity project and on June 10, 2025, the City Council approved Resolution No. 11397, authorizing the City Manager to execute a construction agreement with B&M Civil LLC for $118,100 for the Glenn Drive and School Street Intersection Improvements Project from the SB1 Road Maintenance and Rehabilitation Fund (Fund 235).

Staff continued to communicate with SHRA throughout the process, and now that their review has been completed and the draft agreement and contract have been provided to the city, staff recommends accepting the funds in the amount of $42,000 for its intended use to assist the city with funding ADA improvements for this project, which has not yet broken ground.

Additionally, in April 2025, a sinkhole was identified on Glenn Drive approximately 200 feet from the proposed project intersection. Streets Division staff responded and determined that a failing 24-inch diameter corrugated metal storm drain pipe was the cause of the sinkhole, and a temporary repair was completed to restore the asphalt. Follow up inspections of the upstream and downstream storm drain system identified that a larger storm drain repair or replacement project will need to be undertaken along Glenn Drive from School Street to Wales Drive. While such an extensive storm drain repair is beyond the scope of the current project, staff requested a proposal from B&M Civil LLC for limited extra storm drain work in order to place new 24-inch pipe extending upstream past the School Street intersection so that a future storm drain replacement project would not need to remove and replace asphalt within the newly paved intersection.

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 $75,049 or greater shall be awarded by the City Council.

The City Council Adopted Resolution No. 7332 - Financial Policies of the City of Folsom on May 25, 2004. Section D - Intergovernmental Revenues, Paragraph C - Grant Project Resolutions states,

"All grants received from the Federal or State government for operating or capital purposes shall be recognized in separate grant project resolutions. A balanced grant project resolution must be adopted prior to beginning the project."

ANALYSIS

The costs for the additional items of work are in line with the existing project unit prices and commonly expected costs for the various items of work being performed. Staff has reviewed all project changes and recommends approval of this construction change order in the amount of $38,082.The $42,000 allocated from the CDBG Program will cover some of the costs of the ADA work associated with the project approved under Resolution No. 11397, and this change order will be funded through the SB1 Road Maintenance and Rehabilitation Fund (Fund 235) previously approved under Resolution No. 11397.

FINANCIAL IMPACT

The City Council's approval of Resolution No. 11397 authorized the execution of the original contract with B&M Civil LLC for $118,100, with the project budgeted for a total not to exceed amount of $129,910, which included a ten percent contingency for potential change orders. This Construction Change Order, if approved, will authorize an additional amount of $38,082 for a total not-to-exceed contract amount of $167,992. No additional contingency is being requested.

Because the storm drain replacement and pavement restoration work identified in the change order is in addition to the work outlined in the original contract, staff recommends not using the ten percent contingency to fund the change order and rather keep the contingency available for its intended use to cover potential unexpected costs due to unforeseen site conditions.

If accepted, the funding award would increase revenue estimates and appropriations by $42,000 in the Community Development Block Grant (CDBG) Fund (Fund 201). Costs would be funded initially through the CDBG Fund (Fund 201) and reimbursed by the Sacramento Housing and Redevelopment Agency.

ENVIRONMENTAL REVIEW

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

Additionally, SHRA staff conducted an environmental review of the project and determined that it is Categorically Excluded under the National Environmental Policy Act (NEPA) per 24 CFR 58.35(a).

ATTACHMENTS

1. Resolution No. 11451 - A Resolution Accepting a Grant of $42,000 from the Community Development Block Grant (CDBG) Program for the Glenn Drive and School Street Intersection Improvements Project, Project No. 2409, and Authorizing the City Manager

to Execute Construction Change Order No. 1 with B&M Civil LLC in the amount of $38,082 and Appropriation of Funds in the CDBG Fund (Fund 201).

2. Draft Grant Agreement Standard Contract between Sacramento Housing and Redevelopment Agency (SHRA) and the City of Folsom for the Glenn Drive and School Street Intersection Improvements Project.

3. Pictures of Existing Conditions at Glenn Drive and School Street Intersection.

4. Glenn Drive and School Street Proposed Intersection Improvements.

Submitted,

Marcus Yasutake, INTERIM PUBLIC WORKS DIRECTOR

Attachment 1

RESOLUTION NO. 11451

A RESOLUTION ACCEPTING A GRANT OF $42,000 FROM THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM FOR THE GLENN DRIVE AND SCHOOL STREET INTERSECTION IMPROVEMENTS PROJECT, PROJECT NO. 2409, AND AUTHORIZING THE CITY MANAGER TO EXECUTE CONSTRUCTION CHANGE ORDER NO. 1 WITH B&M CIVIL LLC IN THE AMOUNT OF $38,082 AND APPROPRIATION OF FUNDS IN THE CDBG FUND (FUND 201)

WHEREAS, Resolution No. 11045 authorized the City Manager to execute an agreement with the Sacramento Housing and Redevelopment Agency (SHRA) for continued participation in the Community Development Block Grant (CDBG) Program and related activities from January 1, 2024, to December 31, 2026; and

WHEREAS, SHRA has provided a draft agreement identifying $42,000 of CDBG funds that are approved to be allocated for ADA improvements on the Glenn Drive and School Street Intersection Improvements Project; and

WHEREAS, Resolution 11397 authorized the City Manager to execute a construction agreement with B&M Civil LLC for $118,100, with the project budgeted for a total not to exceed amount of $129,910, which included a ten percent contingency for potential change orders, for the Glenn Drive and School Street Intersection Improvements Project from the SB1 Road Maintenance and Rehabilitation fund (Fund 235); and

WHEREAS, City staff has identified the need for additional drainage improvements in the project area; and

WHEREAS, B&M Civil LLC submitted a proposal for $38,082 for the additional work; and

WHEREAS, an appropriation of $42,000 will be required from the Community Development Block Grant Fund (Fund 201); and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom accepts a grant award of $42,000 from the Community Development Block Grant Progam, and that the Chief Financial Officer is authorized to increase revenue estimates and expenditure appropriations by $42,000 in the Community Development Block Grant Fund (Fund 201)as well as the Glenn Drive and School Street Intersection Improvements Project, Project No. 2409.

NOW, THEREFORE, BE IT FURTHER RESOLVED that City Council authorizes the City Manager to execute Construction Change Order No. 1 with B&M Civil LLC in the amount of $38,082 for the Glenn Drive and School Street Intersection Improvements Project, Project No. 2409, for a total not to exceed contract amount of $167,992.

PASSED AND ADOPTED on this 26th day of August 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

STANDARD CONTRACT

City of Folsom Glenn Dr School St ADA Improvement

Effective Date:	(Or Upon Approval)
Expiration Date:	12/31/27

As of the above-written "Effective Date", and in consideration of their mutual obligations, Agency and Contractor (as defined below) enter into this "Contract" and agree as follows:

1. "Agency" is/are the following selected agency/agencies, which are public bodies, corporate and politic, and which has/have the address of 801 12th Street, Sacramento, California 95814:

SELECT	AGENCY	
	☐ Housing Authority of the City of Sacramento	☐ Housing Authority of the County of Sacramento
	☒ Sacramento Housing and Redevelopment Agency	

2. "Contractor" and Contractor's name and address for its principal place of business are the following:

CONTRACTOR	
Contractor:	City of Folsom
Address:	50 Natoma Street, Folsom, CA 95630
Phone:	916-461-6208
Email:	shenry@folsom.ca.us

3. "Contract Amount" is the maximum amount that Agency may be required to pay Contractor under this Contract. The Contract Price for this Contract is as follows. The total cost shall not exceed the amount below unless an amendment is executed:

CONTRACT AMOUNT		
Total Contract Amount:	**$ 42,000**	**Forty Two Thousand Dollars**

ANNUAL BREAKDOWN			
Contract Year	**Beginning**	**Ending**	**Amount Per Year**
Year 1	N/A	N/A	$ N/A
Year 2	N/A	N/A	$ N/A
Year 3	N/A	N/A	$ N/A
Year 4	N/A	N/A	$ N/A
Year 5	N/A	N/A	$ N/A

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4. “Summary of Scope of Work” is a brief description of work to be performed that establishes the standards sought for the supplies or services furnished under the Contract:

SUMMARY OF SCOPE OF WORK
[Enter Short Summary of SOW or PO Description from Circulation Sheet]

5. “Exhibits” for this Contract are the following, which are incorporated in this Contract:

CONTRACT EXHIBITS	
Exhibit No.	**Exhibit Title**
1	Contract Provisions
2	Scope of Work
3	CDBG and Other Federal Requirements

6. Invoice and Payment. "Work" shall mean the work or works contracted to be performed under this Contract. "Invoice" shall mean a written document submitted by the Contractor to the Agency that strictly complies with the invoice requirements set forth in Paragraph 2 of Attachment 1.

   The Agency may withhold from any due and owing payment(s) an amount equal to the value of any claims the Agency reasonably believes it has against the Contractor arising out of the Contract or the Work. The Agency shall remit payment to the Contractor based on one of the following methods, as indicated below:

   ☐ Monthly Payment**:** One payment of $_____ or _____ % of the Contract Price shall be made on the ____ day of each calendar month.

   ☐ Quarterly Payment**:** One payment of $_____ shall be made on or before the 30th day of the month following the end of each calendar quarter.

   ☐ Attachment-Based Payment: Payment shall be made according to the terms and amounts specified in Attachment *s*___, for Work actually and satisfactorily performed.

   ☒ Invoice-Based Payment: Payment shall be made after receipt of an Invoice for Work actually and satisfactorily performed, per the terms specified in Attachment _2_.

   ☐ Task-Based Payment: Payment shall be made upon satisfactory completion of the outlined tasks and submission of an Invoice in accordance with the Scope of Work.

   ☐ Final Payment: A one-time payment of $_____ shall be made following the satisfactory completion of all Work and submission of an Invoice.

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INVOICE REMITTANCE:	
SHRA Contact: Thomas Piekarski	Email: tpiekarski@shra.org
NOTE: All invoices must include the SHRA Purchase Order (PO) number and itemized details such as the invoice number, work performed, percentage completed, billing rates, and reimbursable expenses.	

7. "Special Provisions" refers to the following provisions or additional recitals, which become part of the Contract only if approved by Agency counsel, as indicated by the accompanying initials. Unless expressly stated otherwise in Paragraph 8, 'Special Provisions,' shall take precedence over any conflicting provisions in this Contract. Furthermore, the provisions in Attachment 1 shall take precedence over those in any other Attachment.

SPECIAL PROVISIONS	AGENCY COUNSEL
There are special provisions for this contract: ☐ Yes ☒ No (if yes, please list below or attach as a separate exhibit)	

8. "Conflict of Interest" the following statement describes whether or not the contractor is required to file a Fair Political Practices Commission Conflict of Interest statement.

☐ Yes ☒ No	Contractor must file a Conflict of Interest Statement with Agency Clerk, unless this box is checked by Agency signatory indicating that Contractor is excluded from filing under the Agency Conflict of Interest Code.

In no event shall any member, officer or employee of Contractor, or its designees or agents, have an interest, direct or indirect, in any contract or its proceeds, for work to be performed in connection with Agency program assisted under this Contract during his/her tenure or for one (1) year thereafter if such member, officer or employee of Contractor, or its designees or agents exercises any functions or responsibilities with respect to this Contract. Contractor must incorporate, or cause to be incorporated, in all of its subcontracts a provision prohibiting subcontractors from having or acquiring any interest in violation of this Paragraph 9.

THIS CONTRACT IS EXECUTED as of the date first above written.

AGENCY:
By:

CONTRACTOR:
By:

Date:		Date:	
Name:	Christine Weichert	Name:	Bryan Whitemyer
Title:		Title:	

CERTIFICATION OF AUTHORITY

I certify under penalty of perjury under the laws of the State of California that I am fully authorized to execute the attached document for Contractor in the capacity I have stated, and that such execution is sufficient to bind Contractor. Executed in _____, on _____.

_____
Contractor's Signatory

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EXHIBIT 1
Contract Provisions

1. **CONTRACT TERMS AND ENFORCEMENT:** This Contract consists of the Contract document and all Exhibits. In case of conflict, this Exhibit 1 and any applicable Federal Requirements shall take precedence over other Exhibits and the main Contract, unless expressly stated otherwise. Capitalized terms shall have the meanings assigned in this Contract.

The Scope of Work outlines all required tasks and obligations, which must be completed by the specified deadlines and performed at the designated location. Unless otherwise stated, all tasks are mandatory. The venue for all actions related to this Contract is Sacramento County, California.

The Contract Term begins on the Effective Date and ends on the Expiration Date, or upon completion of all required tasks, whichever occurs first. Certain obligations may survive termination as expressly stated. The Contractor is not entitled to compensation for work performed or costs incurred before the Effective Date or after the Expiration Date. This Contract may only be amended in writing, with approval from both parties before the Expiration Date. Any amendment made after expiration shall be void *ab initio* and shall not revive, reinstate, or extend the Contract.

The Contractor must comply with all applicable federal, state, and local laws, ordinances, and codes and must not trespass on public or private property while performing its obligations. This Contract is governed by the laws of the State of California and shall be subject to the exclusive jurisdiction and venue of any federal or state court located in the County of Sacramento in the State of California, and any unenforceable provision shall be severable without affecting the remaining terms.

This Contract constitutes the entire agreement between the parties. No prior agreements, statements, or promises shall be binding, and any modifications must be made through a duly executed written amendment.

_____**Contractor's Initials**

2. **COMPENSATION, BILLING, AND REIMBURSEMENT:** The total compensation and reimbursement for all services and expenses under this Contract shall not exceed the Contract Price. The Agency shall pay the Contractor as specified in the Payment Schedule and is not obligated to pay for work not performed, goods not delivered, or while the Contractor is in material default. The Agency is not liable to any party other than the Contractor.

The final invoice must be submitted no later than sixty (60) days after the Contract expiration date. The Contractor shall not be reimbursed for expenses outside the Payment Schedule. Travel reimbursements shall not exceed IRS Standard Mileage Reimbursement rates and shall not cover travel within forty-five (45) miles of the Agency's business. Non-reimbursable expenses include: Overhead costs, facsimile, courier, or telephone charges, copying costs (unless pre-approved), and office or business supplies.

Agency is not obligated to make any payment under this Contract for work Contractor has not yet performed or goods not delivered. Agency is not obligated to make any payment under this Contract for so long as Contractor is in material default of this Contract. Except as specified in writing in this Contract, Agency is not obligated or liable under this Contract to any party other than Contractor.

_____**Contractor's Initials**

3. **INSURANCE COVERAGE REQUIREMENTS:** Insurance Coverage Requirements. Contractors must maintain insurance coverage from licensed providers with an industry rating acceptable to the Agency throughout the Contract Term. Failure to do so constitutes a material breach. Prior to commencing work, **Contractor must provide the Agency with certificates of insurance and include endorsements naming: "Sacramento Housing and Redevelopment Agency and its constituent entities" as additional insured**.

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SHRA requires the following insurance coverage:

- **Commercial General Liability Insurance** (ISO policy form CG 00 01 or equivalent) with minimum limits of $1,000,000 per occurrence and $2,000,000 aggregate with a deductible not exceeding $5000, covering contractual liability, bodily injury, property damage, and personal injury. Liability policy needs to be primary and noncontributory.
- **Automobile Liability Insurance** of at least $500,000 if motor vehicles are used, with a deductible not exceeding $5,000.
- **Workers' Compensation Insurance** meeting statutory limits for all employees and subcontractors.
- **Cyber Liability Insuranc**e is required if PII or data breach risk applies; $1M minimum coverage, including cloud providers, IP infringement, privacy violations, and breach response costs.

Policies may not be canceled without at least 30 days' prior written notice to the Agency, with notices directed to SHRA Procurement Services. Failure to maintain required coverage is a material breach. The Agency may also withhold or adjust payments to recover such expenses.

_____**Contractor's Initials**

4. INDEMNIFICATION: Except to extent of gross negligence or willful misconduct on the part of Agency, Contractor shall indemnify, hold harmless and defend, to the fullest extent permitted by law, the Housing Authority of the City of Sacramento, the Housing Authority of the County of Sacramento, the Sacramento Housing and Redevelopment Agency, the City of Sacramento and the County of Sacramento, their respective officers, directors, commissioners, advisory committee members, 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 resulting from Contractor's prosecution of work under this Contract, or otherwise related to this Contract, whether caused, in whole or part, by an intentional or negligent act or omission by Contractor, its officers, employees, or agents.

5. NO WAIVER OF RIGHTS AND REMEDIES: Agency's failure, at any time, to object to any breach of covenant or obligation, to any failure of performance, or to any other default on the part of Contractor shall not constitute a continuing waiver of subsequent breaches or defaults. Agency's making of any payment to Contractor shall not, under any circumstances, be considered a waiver by Agency. Agency's making of any payment while any breach or default by Contractor exists shall in no way impair any right or remedy available to Agency related to such breach or default, including, without limitation, the right to withhold future payments.

6. HIRING OF OTHERS: Unless consultants, specialists, experts or other third parties are listed in the Scope of Work, Contractor must not employ any of them or incur any obligation to pay any of them for services performed under this Contract without the prior written approval of Agency. Agency's written approval shall not create any obligation of Agency regarding any such third party. Contractor has no authority to, and must not purport to, employ, hire, or contract with any such third party as agent of Agency or otherwise on behalf of Agency.

_____**Contractor's Initials**

7. TERMINATION FOR CAUSE: If either party fails to fulfill its obligations under this Contract in a timely and proper manner or violates any of the covenants, agreements, or stipulations of this Contract, and if such failure or violation is material and substantial, the other party shall have the right to immediately terminate this Contract by written notice to the defaulting party.

a) If Contractor defaults and Agency terminates the Contract, all finished or unfinished work, products, documents, electronic media, data, studies, artwork, renderings, models, software programs, and reports prepared by Contractor under this Contract shall, at the option of Agency, become property of Agency, upon payment to Contractor of just and equitable compensation for such work which is completed, reasonably satisfactory to Agency, and which Contractor has not already received payment for pursuant to the terms of the Contract. Agency's exercise of its option to own such properties does not relieve Contractor of liability to Agency for damages on account of Contractor's default, and Agency may withhold any payments to Contractor for the purpose of setoff until such time as the exact amount of damages due Agency from Contractor is determined.

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b) If Agency defaults and Contractor terminates the Contract, upon Contractor's submission of the invoices and receipts required by this Contract, Agency must pay to Contractor an amount which bears the same ratio to the total compensation under this Contract as the Tasks/Obligations actually performed by Contractor bear to the total Tasks/Obligations of Contractor covered by this Contract, less payments of compensation previously made (for example, if the work is eighty percent complete, Agency must pay eighty percent of the compensation less any amounts previously paid for the work). In addition, Agency must reimburse Contractor for all unreimbursed expenses that are reimbursable under this Contract upon Contractor's submission of the invoices and receipts required by this Contract for reimbursement.

8. **TERMINATION FOR CONVENIENCE OF AGENCY:** Agency may immediately terminate this Contract, at any time and without cause, by a notice in writing from Agency to Contractor.

9. **CONTRACTOR'S STATUS:** Contractor, for all purposes under this Contract, is an independent contractor and must maintain any and all licenses required by law for the performance of Contractor's obligations under this Contract. Except as expressly stated in this Contract, Agency is prohibited from directing the methods of Contractor's work under this Contract, requiring Contractor's use of an Agency office for Contractor's performance or setting regular working hours for Contractor or Contractor's employees.

10. **SUBCONTRACTING, CONFLICTS OF INTEREST AND PERSONNEL:** The Contractor shall not subcontract or assign any part of this Contract without prior written approval from the Agency and remains fully responsible for the actions and omissions of any approved subcontractors. Each subcontract must include provisions ensuring compliance with applicable labor standards, insurance, and other relevant contract requirements. Unauthorized subcontracting or assignment is a material breach.

    No member of the Agency's governing body, officers, employees, or agents involved in contract oversight may have any personal interest in this Contract. If federal funds are used, no U.S. Congressional delegate or Agency commissioner meeting tenant commissioner requirements under Health and Safety Code § 34290(c) shall have any share in the Contract. The Contractor affirms that it has no existing conflicts of interest and will avoid acquiring any conflicting interests during the Contract Term. Upon request, the Contractor must submit a conflict-of-interest statement in a form approved by the Agency.

    The Contractor is responsible for securing, at its sole cost, all personnel, facilities, and equipment necessary to fulfill its obligations under this Contract. All work must be performed by the Contractor or under its direct supervision, with personnel fully qualified and legally authorized to perform assigned tasks. No person serving a sentence in a penal or correctional institution may be employed under this Contract.

11. **ASSIGNABILITY:** The Contractor may not assign or transfer any part of this Contract without the Agency's prior written approval. Any unauthorized assignment is void *ab initio* and constitutes a material breach of the Contract.

12. **OWNERSHIP OF PROFESSIONAL AND TECHNICAL INFORMATION:** All professional and technical information, in the form of **original** designs, drawings, data, computations, specifications, report texts, estimates, writings, artwork, renderings, models, software programs, and any other material, data and information collected or developed in connection with the Tasks/Obligations under this Contract, and all original documents shall be forwarded to and become the sole property of Agency. Neither Contractor nor any of its associates or consultants shall have any rights or interest in such information, documents and material. Contractor and its associates and consultants may retain such copies or reproductions, at their sole cost and expense, of the original documents as necessary for their files, records and reference.

13. **NO INTELLECTUAL PROPERTY RIGHTS OR ARTIST'S RIGHTS IN CONTRACT WORK:** In no event, without the prior written approval of Agency, shall Contractor or any person or entity acting on behalf of Contractor obtain or hold, and to the contrary, expressly waives any rights, in law or in equity, in any intellectual property developed in furtherance of the Tasks/Obligations, including, without limitation, copyright, trademark, service mark, patent or rights of an artist in a work of art. Artists preparing any artwork under this Contract waive any rights to notice or to take any action regarding the use, removal, relocation or destruction of any artwork so prepared. Contractor represents and acknowledges that Contractor has or shall obtain such waivers in writing for all persons or entities performing the Tasks/Obligations under this Contract.

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14. **CHILD SUPPORT COMPLIANCE ACT:** If the Contract Price exceeds $100,000, the following is acknowledged and agreed to by Contractor: (1) Contractor recognizes the importance of child and family support and shall fully comply with all applicable state and federal laws relating to child and family support enforcement orders, including but not limited to, disclosure of information and compliance with earnings assignment orders as provided in Chapter 8(commencing with Section 5200) of Part 5 of Division 9 of the Family Code; and (2) Contractor, to the best of its knowledge, agrees to fully comply with the earnings assignment orders of all employees and to provide the names of all new employees to the New Hire Registry, maintained by the California Employment Development Department.

15. **CONFIDENTIALITY:** All information prepared or assembled by Contractor under this Contract is confidential. Contractor must not make this information available to any individual or organization without the prior written approval of Agency. Contractor must immediately forward to Agency all requests for information related to this Contract made by a third party to Contractor. Contractor must not disclose or permit the disclosure of any confidential information of Agency, except to its agents, employees, and other consultants, approved by Agency, who need such confidential information for the proper performance of their duties related to this Contract or on behalf of Agency. Contractor agrees to comply with the Federal Privacy Act of 1974 (the Act) and Agency rules and regulations issued under the Act.

_____Contractor's Initials

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Project Name: City of Folsom Glenn Drive/School Street ADA Improvements

New Agreement ☒ **Amendment** ☐ #____

AP Approval Year:2024, 2023, 2022

Funding Amount: $42,000

Note: If federal CDBG award amount is less than anticipated, or no award, as proposed in the One-Year Action Plan, the Agency reserves the right to amend this contract to reduce the CDBG allocation or cancel the contract.

Past Funding Years and Amounts: N/A

Scope of Work: Installation of ADA ramps and relocation of existing drainage inlets on the intersection of Glenn Drive and School Street in the City of Folsom. One drain inlet will be moved approximately 10 feet to the west and the second approximately 2 feet to the west, and both will include excavation approximately 4' deep. The drain inlet relocation and new ADA ramps will be at both the northeast and northwest quadrants of the intersection

Deliverables:

- Before and after photos
- Construction plans and specifications
- Quarterly progress reports
- Complete project

Any activities not included in this scope of work or previously approved environmentally by SHRA are not allowed and will not be reimbursed by SHRA

Approximate Project Schedule:

Design Start date: 11/4/2024
Design Completion date: 3/5/2025
Procurement Bid/Open date: 4/1/2025
Construction Start date: 6/24/2025
Construction Finish date: 10/17/2025
Project Completion date: 12/31/2025

CDBG Project Funding:

The CDBG funding will include the following approximate breakdown of costs:

Design: $0
Permits: $0
ROW: $0
Site Preparation: $0
Construction: $42,000
Contingency: $0

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Administration: $0

This is an estimated breakdown of costs only. Actual costs incurred for above project components may change.

Tasks

Department/Division	Task	Completion Date
City of Folsom	Submit the necessary documentation to SHRA in order for SHRA to perform CEQA/NEPA environmental review for the proposed construction project. Includes the following: • Any previously prepared CEQA or NEPA Documentation related to the project (or please indicate if review is underway). • Complete project description (including max depth for any anticipated ground disturbance, tree removal, etc.) • Plans (if available) • Total project cost (hard costs including federal and non-federal sources) SHRA must be notified if the project description changes after environmental review has begun.	
SHRA	SHRA shall complete CEQA/NEPA environmental review for activities that rely on CDBG funding for implementation.	
SHRA	SHRA will notify CITY OF FOLSOM upon completion of CEQA/NEPA and when the project may commence.	
City of Folsom	**Invoicing/Progress Reports:** SHRA requires receipt of an invoice within 180 days of the Effective Date of this Agreement and then quarterly, at a minimum. The final invoice must be received by 01/31/2025. SHRA will not reimburse any invoices/payments requests related to this project after 03/01/2025. Invoices must be accompanied by a progress report. Submit invoices/progress reports by email to: Thomas Piekarski tpiekarski@shra.org Note: The U.S. Department of Housing and Urban Development (HUD) requires its Grantee to request and submit to it timely reimbursements requests. SHRA requires receipt of reimbursements requests within 180 days of Effective Date of this Agreement and then at a minimum of quarterly. If no funds are requested the agreement may be cancelled with written notice. It is preferred that reimbursements are submitted monthly and not wait until 180 days have passed.	

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City of Folsom	**Section 3 and Labor Compliance: Section 3 Requirements are not applicable to this project**	

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EXHIBIT 3 : CDBG AND OTHER FEDERAL REQUIREMENTS

The following provisions shall be applicable to this Contract and binding on Subrecipient and Agency only if all or part of the funds to be paid for work performed under this Contract are provided under the Community Development Block Grant Program administered by the United States Department of Housing and Urban Development. In the event of a dispute as to the applicability of any of the following provisions to Subrecipient's work under this Contract, Agency's determination shall be final.

1. **DEFINITIONS**. For purposes of this Contract and in addition to definitions made elsewhere in this Contract, the following quoted words and phrases contained in this Contract shall have the following meanings:

a. "Act" is the federal Housing and Community Development Act of 1974, as amended.

b. "Allocable Costs" are particular to a Federal award or other cost objective if the goods or services involved are chargeable or assignable to that Federal award or cost objective in accordance with relative benefits received. See 2 CFR §200.405.

c. "CDBG" is the federal Community Development Block Grant program administered by HUD. "CFR" is the Code of Federal Regulations.

d. "CDBG Requirements" are the laws, rules and regulations (other than the Act) which are specifically applicable to this Contract. A substantial portion of the Federal Requirements are included in this Attachment 3.

e. "Contract Provisions" refers to "Attachment 1: Contract Provisions". This Attachment 3 contains the provisions common to all Agency administered CDBG agreements.

f. "Cost Objective" generally means a service, program, project or activity in which costs can be assigned to and measured from. See 2 CFR §200.28.

g. "Direct costs" are those costs that can be identified specifically with a particular final cost objective or other internally or externally funded activity, or that can be directly assigned to such activities relatively easy with a high degree of accuracy. See 2 CFR §200.413.

h. "Indirect costs" means those costs incurred for a common or joint purpose benefitting more than one cost objective and not readily assignable to the cost objectives specifically benefitted without effort disproportionate to the results achieved. See 2 CFR §§ 200.56, 200.413, and 200.414.

i. "HUD" is the United States Department of Housing and Urban Development.

j. "OMB" is the federal Office of Management and Budget.

k. "Program Income" is defined in 24 CFR §570.500(a); see also 2 CFR §200.80. Generally, Program Income is income to Subrecipient that is generated from the use of CDBG funds under this Contract. Program Income may include, without limitation, proceeds from the sale, rent or lease of real or personal property acquired with such CDBG funds, principal and interest payments on loans of such CDBG funds, and interest earned on other Program Income.

l. "Project Funds" are the funds to be paid to the Subrecipient under this Contract. All Project Funds are funds disbursed to the Recipient and Agency under the CDBG Program.

m. "Quarterly Reports" are the reports required to be submitted by Subrecipient under Attachment 3 Exhibit 14 - Quarterly Reports

n. "Reasonable Costs" include costs that are generally recognized as ordinary and necessary for the operation or efficient performance of the contract or award and do not exceed that which would be incurred by a prudent person under the circumstances prevailing at the time the decision was made to incur the cost. See 2 CFR §200.404.

o. "Subrecipient" is the Contractor as defined elsewhere in this Contract.

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2. **EXHIBITS.** Exhibits to this Attachment are located online at www.shra.org and contain a substantial portion of the Federal Requirements and are incorporated into this Contract.

Subrecipient acknowledges that they have reviewed and accept these Exhibits by initialing here: _____:

a. Exhibit 1 – CDBG Regulations: 24 CFR 570 et seq.

b. Exhibit 2 – Requirements for Nonprofit Subrecipients. 2 CFR Section 200.70 and Appendix VIII to 2 CFR Part 200.

c. Exhibit 3 –Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations [*applies only to Subrecipients who are not a state or local government or a public agency]*. See 2 CFR §§ 200.52, 200.55, and Appendix VIII to 2 CFR Part 200.

d. Exhibit 4 –Cost Principles for Nonprofit Organizations *[applies only to Subrecipients who are not a state or local government, a public agency or an educational institution]*. See 2 CFR §200.70, and Appendix VIII to 2 CFR Part 200.

e. Exhibit 5 –Audits of Institutions of Higher Education and Other Nonprofit Organizations *[applies only to Subrecipients who are not a state or local government or a public agency]*. See 2 CFR §§ 200.55, 200.418, 200.419, and Appendix III to CFR Part 200.

f. Exhibit 6 –Cost Principles for Educational Institutions *[applies only to Subrecipients who are an educational institution]*. See CFR §§200.418, 200.419.

g. Exhibit 7 –Principles for determining Costs Applicable to Grants and Contracts with State, Local and Federally-Recognized Tribal Indian Governments *[applies only to Subrecipients who* are *a state or local government, a public agency*. See 2 CFR §§ 200.416 and 200.417.

h. Exhibit 8 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. 2 CFR Part 200; see also 2 CFR §§ 200.416, 200.417, 24 CFR §570.502 and Appendix VII to 2 CFR Part 200.

i. Exhibit 9 – New Restrictions on Lobbying. 24 CFR Part 87; see also 2 CFR §200.450.

j. Exhibit 10 – Federal Labor Standards Provisions; 29 CFR §5.5

k. Exhibit 11 – Executive Order 12432 – M/WBE; see also 2 CFR §200.321.

l. Exhibit 12 – Executive Order 12138 – M/WBE; see also 2 CFR §200.321.

m. Exhibit 13 – Executive Order 11625 – M/WBE and Agency-assembled M/WBE material; see also 2 CFR §200.321.

n. Exhibit 14 – Executive Order 11246, as amended – Equal Opportunity.

o. Exhibit 15 – Executive Order 13166 – Limited English Proficiency Access.

p. Exhibit 16 – Equal Access to Housing and HUD Programs Regardless of Sexual Orientation or Gender Identity: 24 CFR Parts 5, 200, 400, 570, 574, 882, 891 and 982.

q. Exhibit 17 – Violence Against Women Reauthorization Act of 2013

r. Exhibit 18– CPD Notice 15-02 – Appropriate Placement for Transgender Persons in Single Sex Emergency Shelters and Other Facilities.

s. Exhibit 19 – Generally Applicable HUD Program Requirements; Waivers. 24 CFR Part 5.

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3. **FINDINGS AND REPRESENTATIONS.** This Contract has been made for the following purposes and based upon the following representations of the parties:

a. In accordance with the provisions of California Government Code Section 53703, Agency possesses full powers for the purpose of administering the expenditure of funds received under the federal Housing and Community Development Act of 1974, as amended, Community Development Block Grant program, administered by the United States Department of Housing and Urban Development.

b. Agency has determined that the fulfillment of Subrecipient's obligations under this Contract serves the purposes of community improvement and welfare.

c. Pursuant to the provisions of California Government Code Section 53703 and after public hearing, Subrecipient has been allocated CDBG funds for the uses and activities of this Contract.

d. Agency and Subrecipient are subject to all laws, rules and regulations regarding the use of CDBG funds for the purposes and activities stated in this Contract.

4. **SECTION 3 REQUIREMENTS.** Owner shall ensure compliance with the following Section 3 Requirements. The terms used in this Section shall have the meanings assigned to them in 24 CFR Part 75. Further, Owner shall ensure all Covered Contracts, as defined in 24 CFR Part 75, related to the Project contain the provisions set forth in this Section 4, subsections a through g (the "Section 3 Clause"):

a. The work to be performed under this contract is subject to the requirements of section 3 of the Housing and Urban Development Act of 1968, as amended, 12 U.S.C. 1701u (section 3). The purpose of section 3 is to ensure that employment and other economic opportunities generated by HUD assistance or HUD-assisted projects covered by section 3, shall, to the greatest extent feasible, be directed to low- and very low-income persons, particularly persons who are recipients of HUD assistance for housing.

b. The parties to this contract agree to comply with HUD's regulations in 24 CFR part 75, which implement section 3. As evidenced by their execution of this contract, the parties to this contract certify that they are under no contractual or other impediment that would prevent them from complying with the part 75 regulations.

c. Subrecipient agrees to send to each labor organization or representative of workers with which Subrecipient has a collective bargaining agreement or other understanding, if any, a notice advising the labor organization or workers' representative of Subrecipient's commitments under this section 3 clause, and will post copies of the notice in conspicuous places at the work site where both employees and applicants for training and employment positions can see the notice. The notice shall describe the section 3 preference, shall set forth minimum number and job titles subject to hire, availability of apprenticeship and training positions, the qualifications for each; and the name and location of the person(s) taking applications for each of the positions; and the anticipated date the work shall begin.

d. Subrecipient agrees to include this section 3 clause in every subcontract subject to compliance with regulations in 24 CFR part 75, and agrees to take appropriate action, as provided in an applicable provision of the subcontract or in this section 3 clause, upon a finding that the subcontractor is in violation of the regulations in 24 CFR part 75. Subrecipient will not subcontract with any subcontractor where Subrecipient has notice or knowledge that the subcontractor has been found in violation of the regulations in 24 CFR part 75.

e. Subrecipient will certify that any vacant employment positions, including training positions, that are filled (1) after Subrecipient is selected but before the contract is executed, and (2) with persons other than those to whom the regulations of 24 CFR part 75 require employment opportunities to be directed, were not filled to circumvent Subrecipient's obligations under 24 CFR part 75.

f. Noncompliance with HUD's regulations in 24 CFR part 75 may result in sanctions, termination of this contract for default, and debarment or suspension from future HUD assisted contracts.

g. With respect to work performed in connection with section 3 covered Indian housing assistance, section 7(b) of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450e) also applies to the work to be performed under this contract. Section 7(b) requires that to the greatest extent feasible (i) preference and opportunities for training and employment shall be given to Indians, and (ii) preference in the award of contracts and sub contracts shall be given to Indian

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organizations and Indian-owned Economic Enterprises. Parties to this contract that are subject to the provisions of section 3 and section 7(b) agree to comply with section 3 to the maximum extent feasible, but not in derogation of compliance with section 7(b).

5. **COSTS**. All costs must be must be necessary and reasonable for the performance of the federal award and be allocable thereto under these principles per 2 CFR §§ 200.403 and 200.404. Classifying a particular cost as direct or indirect depends on whether it can be identified directly with a cost objective (such as a project or activity) without disproportionate effort. All costs must comply with 2 CFR Part 200, Subpart E-Cost Principles (2 CFR §§ 200.420-200.475).

Subrecipient may, but is not required to, elect to charge for indirect costs. If Subrecipient chooses to charge for indirect costs, the maximum indirect cost rate is 10% (*de minimis*), unless an indirect cost rate has been previously negotiated with and approved by the federal agency responsible for reviewing, negotiating and approving cost allocation plans or indirect cost rate proposals. The negotiated rate must be accepted by all federal awarding agencies.

6. **ADDITIONAL RESTRICTIONS ON FUNDS.** Subrecipient acknowledges that the funds for this Contract are CDBG funds, the amount of which has been established after public hearing and that Agency has no authority to change the Project Funds except after public hearing and Recipient approval. Therefore, and notwithstanding any other provision of this Contract, the parties agree that the total compensation and reimbursement for all services and expenses required during the term of this Contract shall not exceed the Project Funds. Subrecipient shall provide, from whatever source, all additional funds necessary to fulfill Subrecipient's obligations under this Contract, including without limitation with respect to any of the foregoing:

a. If Subrecipient incurs additional expenses or does additional work related to this Contract, Subrecipient shall bear all such costs and expenses unless the Agency has executed a written amendment to this Contract prior to Subrecipient's having incurred such costs and expenses.

b. Subrecipient shall use proceeds of this Contract only for the purposes stated in this Contract, as described in the Scope of Work, and strictly in compliance with all applicable laws, rules and regulations.

c. If Subrecipient is not a state or local government, educational institution or public agency, Subrecipient shall fully comply with the regulations, policies, guidelines and requirements set forth in 2 CFR Part 200 and 24 CFR Part 570.

d. Subrecipient shall deposit any advance under this Contract in an interest-bearing account and, unless specified otherwise in this Contract, shall remit any interest earned over $100 to the Agency.

e. Project Funds shall not be used for any explicitly religious purposes, which prohibition is further described in 24 CFR §§ 5.109(d) & (e).

f. In the event of suspension or termination of this Contract, Subrecipient shall return unused funds to the Agency in accordance with 24 CFR §570.503(b)(7). If the Subrecipient improperly retains funds, the Agency may retain funds from future disbursements to the Subrecipient in accordance with the procedures described in 24 CFR §570.504(b)(2). In accordance with 2 CFR §§ 200.338 and 200.339, suspension or termination may occur if Subrecipient materially fails to comply with any term of the award, and the award may be terminated for convenience in accordance with 2 CFR §§ 200.338 and 200.339.

g. Funds may not be used for research and development ("R & D."). R & D means all research and development related activities, both basic and applied, that are performed by non-Federal entities. See 2 CFR §200.87 for additional information on R & D.

7. **RETURN OF PROGRAM INCOME.** Subrecipient shall report receipt of all Program Income and return all Program Income to the Agency.

8. **ANTI-KICKBACK RULES.** Monthly, or more often, Subrecipient must, without condition, pay the salaries of architects, draftsmen, technical engineers and technicians performing work under this Contract. Such payments shall be made without deduction or rebate, excepting only such payroll deductions as are mandatory by law or permitted by applicable regulations issued by the Secretary of Labor pursuant to the "Anti-Kickback Act" of June 13, 1937 (18 U.S.C., Section 874).

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Subrecipient shall comply with all applicable "Anti-Kickback" regulations and shall insert appropriate provisions in all subcontracts covering work under this Contract to ensure compliance by subcontractors with such regulations. Subrecipient shall be responsible for the submission of affidavits required of subcontractors under this Contract, except for such variations or exemptions as the Secretary of Labor may specifically allow.

9. **WORK HOURS.** Subrecipient must comply with the provisions of the Contract Work Hours and Safety Standards Act (40 U.S.C.§§ 3201-3708) and must cooperate with Agency in implementing and enforcing the provisions of such Act. Among other requirements of the act, Subrecipient must pay not less than one and one-half times the basic rate of pay for the work of Subrecipient's employee in excess of eight hours in one day or forty hours in one week in the performance of this Contract. Subrecipient must insert appropriate provisions in all subcontracts covering work under this Contract to ensure compliance with such Act. Subrecipient must meet and cooperate with Agency's Labor Compliance officer to assure compliance with such Act.

10. **WITHHOLDING OF SALARIES.** If, in the performance of this Contract, there is any underpayment of salaries by Subrecipient or by any subcontractor, Agency must withhold from Subrecipient out of payments due to him any amount sufficient to pay employees underpaid the difference between the salaries required under this Contract to be paid and the salaries actually paid such employees for the total number of hours worked. The amounts withheld shall be disbursed by Agency for and on account of Subrecipient or subcontractor to the respective employees to whom they are due.

11. **CLAIMS AND DISPUTES PERTAINING TO SALARY RATES.** Claims and disputes pertaining to salary rates or to classification of architects, draftsmen, technical engineers and technicians performing work under this Contract must be promptly reported in writing by Subrecipient to Agency for the latter's decision which shall be final with respect thereto.

12. **EQUAL EMPLOYMENT OPPORTUNITY REQUIREMENTS.**

a. Subrecipient will send to each labor union or representative of workers with whom he has a collective bargaining agreement or other contract or understanding, a notice to be provided by Agency, advising the labor union or workers representative of Subrecipient's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

b. Subrecipient will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

c. Subrecipient will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by Agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

13. **CONFLICT OF INTEREST.** No member, officer or any employee of Subrecipient, or its designees or agents, who exercises any functions or responsibilities with respect to the program during his tenure or for one (1) year thereafter, shall have an interest, direct or indirect, in any contract or its proceeds, for work to be performed in connection with the program assisted under this Contract. Subrecipient must incorporate, or cause to be incorporated, in all subcontracts a provision prohibiting such interest pursuant to the purposes of this Section. In the procurement of supplies, equipment, construction, and services by Subrecipient, the conflict of interest provisions in 2 CFR§ 200.318 and 2 CFR§ 200.319 respectively, shall apply.

14. **DISCRIMINATION BECAUSE OF CERTAIN LABOR MATTERS.** No person employed on the work covered by this Contract shall be discharged or in any way discriminated against because he has filed any complaint or instituted or caused to be instituted any proceeding or has testified or is about to testify in any proceeding under or relating to the labor standards applicable to his employer under this Contract.

15. **RECORDS, REPORTING AND MONITORING.** Agency may monitor the adequacy of Subrecipient's performance in any manner which Agency deems most effective. Subrecipient must cooperate with Agency in such monitoring. Subrecipient must keep all necessary books and records, including loan documentation and financial records, in connection with the operation and services performed under this Contract, and must document all transactions so Agency may properly audit all expenditures made pursuant to this Contract. Subrecipient must maintain and preserve all records related to this Contract in its possession for a period of three (3) years from the completion date of this Contract, unless otherwise directed by Agency. All books, records and accounts kept by Subrecipient in connection with the performance of this Contract shall be made

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available for inspection by representatives of the federal government and/or Agency staff as required to monitor or audit the program.

In addition to the reports specified in this Contract, Subrecipient shall retain the records required by the applicable provisions of 2 CFR § 200.333 and provide the Agency with the reports required pursuant to 2 CFR §§ 200.328 and 200.343, and such other records and reports as the Agency may reasonable require in the administration of this Contract. Subrecipient shall keep all other necessary books and records, including property, personnel, loan documentation and financial records, in connection with the operation and services performed under this Contract, in accordance with 2 CFR §200.333. Subrecipient shall conduct audits in accordance with 2 CFR, Part 200, Subpart F. . Subrecipient shall document all transactions sufficiently for Agency to properly monitor and audit all expenditures made pursuant to this Contract.

16. **DRUG FREE WORKPLACE.** Subrecipient must comply with the Drug-Free Workplace Act of 1988 (final rule published on May 25, 1990) and Agency's policies and rules promulgated under the Act. Subrecipient must obtain such policies and rules from the Agency.

17. **RESTRICTIONS ON LOBBYING; FILING CERTIFICATION AND DISCLOSURE FORMS.** Subrecipient shall not use any funds paid under this Contract, directly or indirectly, for any political activity, whatsoever, or to influence any public official or employee. In any event, Subrecipient shall comply with the restrictions on lobbying stated in 24 CFR Part 87 and 2 CFR §200.450. Subrecipient shall sign and return to the Agency the certification described in 24 CFR Part 87, Appendix A and the disclosure form described in 24 CFR Part 87, Appendix B. Subrecipient shall require any person receiving proceeds of this Contract from Subrecipient to comply with 24 CFR Part 87, including the submission to Agency of completed certifications under Appendix A and disclosure forms under Appendix B.

18. **ELIGIBILITY AND NON-DISCRIMINATION (SECTION 109).** Subrecipient shall not employ discriminatory practices in the provision of services, employment of personnel, or in any other respect on the basis of race, color, religion, sex, national origin, ancestry, or physical or mental handicap, or age as more specifically set forth in 24 CFR §570.602 which requires compliance with Section 109 of the Act (42 USC §5301) and Section 504 of the Rehabilitation Act of 1973.

19. **CIVIL RIGHTS COVENANT.** As provided in 24 CFR §§ 5.105 and 570.602 and depending upon the type and nature of the grant of CDBG funds, this Contract may be subject to the requirements of Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and Title VIII of the Civil Rights Act of 1968 (P.L. 90-284) and HUD regulations. Subrecipient certifies that its activities under this Contract shall be conducted and administered in conformity with Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and Title VIII of the Civil Rights Act of 1968 (P.L. 90-284) and that it will comply with the other provisions of Title 24 of the CFR and with other applicable laws, to the full extent of their application. Further pursuant to Executive Order 11063 (as amended pursuant to Executive Order 12259) set out in 24 CFR Part 107, in the sale, lease or other transfer of land acquired, cleared or improved with assistance provided under the Contract, Subrecipient shall cause or require a covenant running with the land to be inserted in the deed or lease for such transfer, prohibiting discrimination upon the basis of race, color, religion, sex, or national origin, in the sale, lease or rental, or in the use or occupancy of such land or any improvements erected or to be erected thereon, and providing that the Agency and the United States are beneficiaries of and entitled to enforce such covenant. Subrecipient, in undertaking its obligation in carrying out the program assisted hereunder, shall take such measures as are necessary to enforce such covenant and shall not itself so discriminate.

20. **MINORITY/WOMEN'S BUSINESS ENTERPRISES REQUIREMENTS.** This Contract is subject to minority and women's business enterprises requirements set forth in Executive Order 12432, Executive Order 11625, and Executive Order 12138. Subrecipient shall take all reasonable steps necessary to encourage the participation of minority and female owned businesses in work under this Contract.

a. With regard to any work of construction funded with Project Funds, such steps may include, without limitation, the following:

i. Obtaining the minority and Women's Business Enterprises Registry from the Agency MBE/WBE Coordinator to ensure such contractors receive an invitation to bid.

ii. Advertising the invitation to bid or to submit proposals in the El Hispano and the Sacramento Observer as well as in a newspaper of general circulation in the Sacramento metropolitan area.

iii. Reviewing the telephone directory or professional organization membership lists, or making direct contact with minority- or female-owned businesses for specialized trades and services, and inviting such firms to bid.

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b. Subrecipient shall include the Minority and Women's Business Enterprises requirements, in the form prescribed by the Agency, in all contracts for use of funds under this Contract, and Subrecipient shall coordinate purchases of goods and services over $10,000 with the Agency's MBE/WBE Coordinator.

c. Subrecipient shall maintain documentation of outreach efforts to minority and/or female owned businesses. Additionally, Subrecipient shall maintain documentation of contract awards for the Quarterly Reports.

21. **FLOOD DISASTER PROTECTION.** Pursuant to the requirements of the Flood Disaster Protection Act of 1973 (42 USC §4001), Subrecipient shall not use or permit the use of any portion of the assistance provided under this Contract for acquisition or construction purposes as defined by the Director of the Federal Emergency Management Agency (42 USC §4003(a) (4)), for use in an area identified by the Director of the Federal Emergency Management Agency as having special flood hazards unless the community in which such area is located is then participating in the national flood insurance program (described at 42 USC §4011) and the use of any such assistance shall be subject to the mandatory purchase of flood insurance requirements of 42 USC §4012a.

Any contract or agreement for the sale, lease, or other transfer of land acquired, cleared or improved with assistance provided under this Contract shall contain, if such land is located in an area identified by the Director as having special flood hazards and in which the sale of flood insurance has been made available under the National Flood Insurance Act of 1968, 42 USC §7401 et seq., provisions obligating the transferee and its successors or assigns to obtain and maintain, during the ownership of such land, such flood insurance as required with respect to financial assistance for acquisition or construction purposes under the Flood Disaster Protection Act of 1973 (42 USC §4012a). Such provisions shall be required notwithstanding the fact that the construction on such land is not itself funded with assistance provided under this Contract.

22. **COMPLIANCE WITH AIR AND WATER ACTS.** This Contract is subject to the applicable requirements of the Clean Air Act (42 USC §7401 et seq.), the Federal Water Pollution Control Act, (33 USC Chapter 26), and the corresponding regulations of the Environmental Protection Agency (40 CFR, Chapter 1, Subchapter A). In compliance with said regulations, Subrecipient shall cause or require to be inserted in all contracts and subcontracts funded with Project Funds, and with respect to any transaction which is not otherwise exempt from such laws and regulations, all of the following requirements:

a. A stipulation by Subrecipient or subcontractor that any facility to be utilized in the performance of the contract or subcontract is not listed on the List of Violating Facilities issued by the Environmental Protection Agency (EPA).

b. Compliance with all the requirements of Section 114 of the Clean Air Act, (42 USC §7401 et seq.) and Section 308 of the Federal Water Pollution Control Act, (33 USC Chapter 26) relating to inspection, monitoring, entry, reports, and information, as well as all other requirements specified in said Section 114 and Section 308, and all regulations and guidelines issued thereunder.

c. A stipulation that, as a condition for the award of the contract, prompt notice shall be given to Agency by Subrecipient or the prospective contractor or subcontractor of any notification received from the Director, Office of Federal Activities, EPA, indicating that a facility utilized or to be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

d. Subrecipient shall include or cause to be included the criteria and requirements in this Section 21.a through 21.c. of this Section in every non-exempt subcontract and requiring that the prospective contractor or subcontractor shall take such action as the government may direct as a means of enforcing such provisions.

e. In no event shall any amount of the assistance provided under this Contract be utilized with respect to a facility which has given rise to a conviction under Section 113(c)(1) (42 USC §7413) of the Clean Air Act or Section 309(c) (33 USC §1319) of the Federal Water Pollution Control Act.

23. **RELOCATION.** This Contract is subject to the requirements of Title II of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601 et seq.) and HUD implementing regulations at 24 CFR Part 42 and 24 CFR §570.606. Subrecipient shall not undertake any of the work contemplated under this Contract if relocation is involved without first obtaining written approval from Agency. Subrecipient shall inform affected persons of the relocation assistance policies and procedures set forth in the regulations at 24 CFR Part 42 and 24 CFR §570.606.

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24. **PROPERTY OWNERSHIP AND PROCUREMENT.** The Subrecipient, shall, in the acquisition or improvement of real and personal property with funds provided under this Contract, be subject to all applicable provisions of the Federal Requirements.

a. Any real property under Subrecipient's control which was acquired or improved in whole or in part with CDBG funds in excess of $25,000 must be either used to meet one of the national objectives in 24 CFR §570.208 for five years after the expiration or termination of this Contract, or disposed of in a manner that results in the Agency being reimbursed in the amount of the current fair market value of the property less any portion of the value attributable to expenditures of non-CDBG funds for acquisition of, or improvement to, the property.

b. General property and procurement guidelines are contained in 24 CFR Part 570 and 2 CFR Part 200.. In all cases in which personal property is sold, the proceeds shall be transferred to Agency for the CDBG program or shall be Program Income, and, personal property not needed by the Subrecipient shall be transferred to Agency for the CDBG program or shall be retained by Subrecipient after compensating the Agency.

c. Real property shall be acquired in accordance with Title III, Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (at 24 CFR Part 42).

25. **USE OF DEBARRED, SUSPENDED OR PROHIBITED PARTIES.** Subrecipient shall not use any Project Funds, directly or indirectly, to award contracts to, or otherwise engage the services of, or fund any contractor or subrecipient during any period of debarment, suspension or placement in ineligibility status under the provisions of 24 CFR Part 570. Subrecipient will verify that the Federal Debarred List Registry does not include any contractor or subrecipient prior to awarding contracts and that they will record the date that the Registry was consulted. Subrecipient acknowledges this requirement by initialing here:

_____ Subrecipient initials

26. **DAVIS-BACON ACT AND STATE PREVAILING WAGES.** If this Contract is for construction, alteration, or repair (including painting and decorating) of public buildings or public works, Subrecipient must comply with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a - 276a-5) and all rules, regulations and orders promulgated under said act, unless a determination of exemption from requirements of the Davis-Bacon Act is made and unless the exemption is expressly stated elsewhere in this Contract. Among other provisions, said act establishes minimum wages and fringe benefits; prohibits deductions or rebates from payments; provides for the withholding of funds to assure compliance with wage provisions; and provides for the termination of the Contract and debarment of the Subrecipient for failure so to comply. Additionally, California State Prevailing wages may apply (California Labor Code §1720 et seq.), in which case prevailing wages shall be the higher of either the Davis Bacon wages or the State prevailing wage, as determined by trade.

Prior to starting Project construction, Subrecipient must obtain the Department of Labor General Wage Decision for Sacramento County. The Bid opening shall serve as the Subrecipient's federally-required ten (10) day call, and serves to lock-in applicable prevailing wages throughout the construction phase.

27. **CONSTRUCTION PROVISIONS.** Subrecipient shall comply with the provisions of this Section 26 for all activities pertaining to the construction, prosecution, completion or repair of any building or work financed in whole or in part by CDBG funds provided pursuant to this Contract.

28. **FEDERAL LABOR STANDARDS**. Pursuant to 24 CFR §570.603, for construction, rehabilitation, alteration, or repair of real property (other than residential property containing less than eight units) funded with Project Funds, Subrecipient shall comply, and shall cause all subcontractors on such work to comply, with the applicable provisions of the Davis-Bacon Act, as amended, (40 USC §§ 276a, 276a-5), the Contract Work Hours and Safety Standards Act, as amended, (40 USC §327 et seq.) and all rules, regulations and orders promulgated under said Acts. Among other provisions, said Acts establish minimum wages and fringe benefits; prohibit deductions or rebates from payments; provide for the withholding of funds to assure compliance with wage provisions; and provide for the termination of the contract and debarment of Subrecipient for failure so to comply. Subrecipient shall also comply, and shall cause all subcontractors on such work to comply, with all other applicable HUD labor requirements, including, without limitation, the requirements of 29 CFR Parts 3 and 5 which govern the payment of wages and the ratio of apprentices and trainees to journeymen. If wage rates higher than those required under such regulations are imposed by state or local law, nothing in this Contract is intended to relieve Subrecipient of its obligations, if any, to require payment of the higher rates. Subrecipient shall cause or require to be inserted, in all such contracts, provisions which subject the parties to the Federal Labor Standards Provision and all other applicable regulations

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and requirements of HUD. Subrecipient shall not award any contract subject to the provisions of this Section 27 to any contractor who is at the time ineligible under the provisions of any applicable regulations of the Department of Labor to receive an award of such contract.

29. **ECONOMIC OPPORTUNITY EMPLOYMENT REQUIREMENTS.** The following is applicable to all contracts related to the project which is the subject of this Contract.

a. The work to be performed under this Contract is on a project assisted under a program providing direct federal financial assistance from the Department of Housing and Urban Development and is subject to the requirements of Section 3 of the Housing and Urban Development Act of 1968, as amended, 12 U.S.C. 1701u. Section 3 requires that to the greatest extent feasible, opportunities for training and employment be given to lower income residents of the project area and contracts be awarded to business concerns which are located in, or owned in substantial part by persons residing in, the area of the project.

b. The parties to this Contract will comply with the provisions of said Section 3 and the regulations issued pursuant thereto by the Secretary of Housing and Urban Development set forth in 24 CFR Part 75, and all applicable rules and orders of the Department issued thereunder prior to the execution of this Contract.

c. The contract requires that, to the greatest extent feasible, opportunities for training and employment be given to lower income residents of the project area.

d. The parties to this Contract certify and agree that they are under no contractual or other disability which would prevent them from complying with these requirements.

e. Subrecipient will send to each labor organization or representative of workers with which he has a collective bargaining agreement or other contract or understanding, if any, a notice advising the said labor organization or workers' representative of his commitments under these employment requirements and shall post copies of the notice in conspicuous places available to employees and applicants for employment or training.

f. Subrecipient will include these employment requirements in every subcontract for work in connection with the project .

g. Each Subrecipient or subcontractor undertaking work in connection with a Section 3 covered project must fulfill his obligation to utilize lower income project area residents as employees to the greatest extent feasible by:

i. Identifying the number of positions in the various occupational categories including skilled, semi-skilled, and unskilled labor, needed to perform each phase of the Section 3 covered project;

ii. Identifying the positions described in Paragraph (i) of this Section, the number of positions in the various occupational categories which are currently occupied by regular, permanent employees;

iii. Identifying the positions described in Paragraph (i) of this Section, the number of positions in the various occupational categories which are not currently occupied by regular permanent employees;

iv. Establishing the positions described in Paragraph (iii) of this Section, a goal which is consistent with the purpose of this subpart within each occupational category of the number of positions to be filled by lower income residents of the Section 3 covered project area;

v. Making a good faith effort to fill all of the positions identified in Paragraph (iv) of this Section with lower income project area residents, first and foremost, through the First Source Program; and

vi. Making a good faith effort to fill of the positions identified in Paragraph (iv) of this Section with lower income project area residents.

30. **ARCHITECTURAL BARRIERS ACT**. Subrecipient shall comply with the Architectural Barriers Act of 1968 (42 USC §4151), as applicable, which Act requires that the design of any facility, except a private residence, that is constructed, renovated, remodeled or rehabilitated with funds received pursuant to this Contract shall comply with the "American Standard

Docusign Envelope ID: 5BD7A998-2DA1-4137-9457-54F3B942153D

Specification for Making Buildings and Facilities Accessible, and Usable by, the Physically Handicapped", as described in 41 U.S.C.F.R. 10119.6, and Subrecipient shall cooperate with the Agency in its inspections pursuant to such provisions.

31. **LEAD-BASED PAINT.** The use of lead-based paint is prohibited in any residential structure constructed or rehabilitated with Project Funds, which prohibitions are further described in 24 CFR Part 35, Subpart F. For those properties constructed prior to 1978, Subrecipient shall assure that rehabilitation applicants, purchasers or tenants, as the case may be, shall be notified (i) that the property may contain lead-based paint, (ii) of the hazards of lead-based paint, (iii) of the symptoms and treatment of lead-based poisoning (iv) of the precautions to be taken to avoid lead-based paint poisoning (including maintenance and removal techniques for eliminating such hazards), (v) of the advisability and availability of blood level screening for children under the age of seven years of age, and (vi) that in the event lead-based paint is found on the property, appropriate abatement procedures may be undertaken. Subrecipient shall follow the procedures for the elimination of lead-based paint hazards, to the extent required under 24 CFR 570.608 (c).

32. **FOOD, TRAVEL AND ENTERTAINMENT.** Travel costs may include expenses for transportation, lodging and subsistence and are only allowable for employees who are in travel status on official business and approved as part of this contract or with prior written approval and are specifically related to this contract. Costs must be considered reasonable and do not exceed charges allowed by Subrecipient's Out of Town Travel Policy. See 2 CFR §200.474 for additional information on travel costs and www.shra.org for the Out of Town Travel Policy.

The costs of entertainment, including amusement, diversion, and social activities and any associated costs are unallowable, except where specific costs that might otherwise be considered entertainment have a programmatic purpose and are authorized either in the approved budget for the Federal award or with prior written approval. All entertainment costs must comply with 2 CFR §200.438. In addition, the costs of alcoholic beverages are not allowed under §200.423.

33. **BUILD AMERICA, BUY AMERICA.** Subrecipient must comply with the requirements of the Build America, Buy America (BABA) Act, 41 USC 8301 note, and all applicable rules and notices, as may be amended, if applicable to the Subrecipient's project. Pursuant to HUD's Notice, "Public Interest Phased Implementation Waiver for FY 2022 and 2023 of Build America, Buy America Provisions as Applied to Recipients of HUD Federal Financial Assistance" (88 FR 17001), any funds obligated by HUD on or after the applicable listed effective dates, are subject to BABA requirements, unless excepted by a waiver.

34. **CHANGES IN LAWS AND REGULATIONS.** In the event an applicable law or regulation is modified or eliminated, or a new law or regulation is adopted, the revised law or regulation **shall automatically supersede the contract's scope of work and any attachments.** The most current exhibits, laws, and regulations will be posted at www.shra.org.

35. **OTHER PROGRAM REQUIREMENTS.** Agency must provide Subrecipient with all relevant program information regarding the federal programs having jurisdiction over this Contract. Agency must assist Subrecipient in the interpretation of the requirements of such programs. Subrecipient shall be considered to be familiar with the requirements of such programs and shall comply with such requirements.

Attachment 3



Existing Glenn Drive at School Street Intersection, looking north



Northeast corner of intersection, looking south



Southwest corner of intersection with ADA curb ramp, looking north



Glenn Drive storm drain - inspection showing failing storm drain

Attachment 4

Glenn Dr. & School St. Intersection Improvements

*Location of Existing Utilities Not Verified

Remove and Replace 480 SF
Type 3 Concrete Curb, Gutter and Sidewalk
as per City Detail RD-01

Remove Existing DI

Conform to
Existing Curb,
Gutter, & Sidewalk

Existing Water Valve

Abandon Existing
8" SD In-Place

Conform to
Existing Curb,
Gutter, & Sidewalk

Existing Fire Hydrant

Install Type B DI
H=3'-6"

Install Curb
Ramp as per
City Detail RD-06

Install Curb
Ramp as per
City Detail RD-06

Conform to Existing
Curb, Gutter, &
Sidewalk

24'
S=0.005

36'
S=0.011

13'
S=0.024

Install Type B DI
as per City Detail SD-07
H=3'-6"

Remove Existing DI

Conform to
Existing Curb,
Gutter, & Sidewalk

Place 22 LF 12"
RCP (S=0.01)

32'
S=0.005

Remove and Replace 360 SF
Type 3 Concrete Curb,Gutter and Sidewalk
as per City Detail RD-01

Connect New 12"
Lateral to Existing
MH

Existing
Water Valves

Place 45 LF 12" RCP
S=0.01

Remove Existing 8" SD Conduit

Stripe New Crosswalks
as per 2024 Caltrans Standard
Plans and Specifications
Section A24F

STOP

Legend

- Remove & Replace PCC
- Remove & Replace 2" Asphalt
- Storm Drain Line
- Existing Water Line
- Existing Sewer
- Remove SD Pipe
- Abandon SD Pipe

Notes

- Restripe all STOP Legends
- Stripe all new basic crosswalks

N

50 ft

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11452 - A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with R.E.Y. Engineers, Inc. in the amount of $659,964 using $400,000 from a Federal Grant and $259,964 from the Transportation Improvement Fund (Fund 446) and Authorize a Partial Notice to Proceed for Project Approval and Environmental Design (PA/ED) Tasks for an Amount Not to Exceed $281,278 for the Riley Street Safety Improvement Project, Project No. PW2101, and Appropriation of Funds in the Transportation Improvement Fund (Fund 446)
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11452 – A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with R.E.Y. Engineers, Inc. in the amount of $659,964 using $400,000 from a Federal Grant and $259,964 from the Transportation Improvement Fund (Fund 446) and Authorizing a Partial Notice to Proceed for Project Approval and Environmental Design (PA/ED) Tasks for an Amount Not to Exceed $281,278 for the Riley Street Safety Improvement Project, Project No. PW2101, and Appropriation of Funds in the Transportation Improvement Fund (Fund 446)

BACKGROUND / ISSUE

The Riley Street Safety Improvement Project—formerly known as the Riley Street Sidewalks Project—is a high-priority initiative to improve pedestrian safety and connectivity along Riley Street between East Bidwell Street and Sutter Street. Riley Street serves as a critical corridor linking Sutter Middle School, the Central Business District, and Historic Folsom.

A 2020 feasibility study prepared by R.E.Y. Engineers, Inc., segmented the corridor into three primary areas, documenting severe deficiencies in sidewalk continuity, Americans with Disabilities Act (ADA) compliance, storm drainage, and pedestrian crossings. Key hazards include substandard or missing sidewalks, non-compliant curb ramps, inadequate stormwater infrastructure, and challenging grades along the section of Riley Street between Mormon Street and Sutter Street.

In February 2022, Congressman Bera's office requested a call for projects for potential federal funding that included a City cost share requirement of 11.47%. Public Works staff submitted a request for the Riley Street Safety Improvement Project, and the project was ultimately chosen to receive $4 million in project funding with a local cost share requirement of $518,243. On November 14, 2023, City Council authorized the City Manager to execute a Program Supplement Agreement with Caltrans Local Assistance to accept $400,000 of the grant funding that is allocated to the preliminary engineering phase and allows the City to proceed with design. Future Program Supplement Agreements for the right of way and construction phases in the amounts of $200,000 and $3,400,000 will be brought to City Council at a later date. Below is a summary of the project funding.

Project Phase	Federal Funding	City Cost Share
Design	$400,000	$51,825
Right of Way	$200,000	$25,912
Construction	$3,400,000	$440,506
Total	$4,000,000	$518,243

In May 2025, the City issued a Request for Proposals (RFP) seeking a qualified consulting team to provide comprehensive design, permitting, environmental, and construction support services. The RFP was advertised through Public Purchase and was downloaded by over 15 consulting firms. This included direct outreach to various consulting firms and advertisement on the City's webpage. The RFP emphasized the City's Complete Streets goals, incorporating pedestrian-friendly features such as landscaping, lighting, and public seating. Additionally, the RFP noted that this project continues the City's efforts to improve drainage in the Riley Street area, following the Phase 1 and 2 improvements along Natoma Street, completed in 2018 and 2023, respectively.

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 $75,049 or greater shall be awarded by the City Council.

In accordance with California Government Code Section 4526, selection by a state or local agency head for professional services of private architectural, landscape architectural, engineering, environmental, land surveying, or construction project management firms shall be on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required.

ANALYSIS

Staff prepared and released a request for proposal in alignment with a qualification-based selection process as required by the federal funding guidelines and with Caltrans as the delegated federal oversight of the funds.

One proposal was received by the city, which was prepared and submitted by R.E.Y. Engineers, Inc. The proposal was thoroughly reviewed by staff, with the determination that the proposal meets the qualifications necessary for delivering the various phases of work related to the project. The initial fee proposal submitted by the consultant for all tasks was $1,075,751.73. As part of the requirements associated with the contract award process of federal funds, the city engaged in scope and fee negotiations with the consultant and determined that a reduced and refined scope was appropriate for the project at this time, given the available funding for the current phase.

Staff is recommending approval of a contract in the amount of $659,964, with authorization to issue a partial Notice to Proceed for $281,278 for services related to project approval and environmental documentation.

The project's scope of work for preliminary engineering includes the following tasks:

- Preliminary engineering design and conceptual landscaping design
- Topographic surveys
- Utility coordination
- Right of way determination
- Public Outreach

Upon completion of that phase of work, staff will come back to Council to present options to proceed with the final design that could be designed and constructed within the remaining funding available through the federal grant. At that time, staff will also request authorization to execute another Program Supplement Agreement with Caltrans to initiate the right of way phase and appropriate the $200,000 grant funding allocated for that future phase of the project.

FINANCIAL IMPACT

The City of Folsom applied for and successfully secured $4,000,000 in Congressionally Directed Spending during Fiscal Year 2023 to fund the design and construction of the Riley Street Safety Improvement Project with a total local cost share of $518,243 (11.47%). These federal funds are being administered through the Sacramento Area Council of Governments (SACOG), and the Preliminary Engineering phase has already been formally programmed in the Metropolitan Transportation Improvement Program (MTIP) under SACOG ID SAC25350.

The Riley Street Safety Improvement Project (Project PW2101) was included in the City's approved FY 2025-2026 Capital Improvement Program with a budget of $587,902 in the Transportation Improvement Fund (Fund 446). Project encumbrances and expenditures to date are $78,314, leaving a remaining budget available balance of $489,624. An additional appropriation

of $170,340 in the Transportation Improvement Fund (Fund 446) is being requested to cover the cost of the agreement. Costs would be funded through the Transportation Improvement Fund (Fund 446) and reimbursed by the federal grant.

ENVIRONMENTAL REVIEW

The Riley Street Safety Improvement Project is expected to be categorically exempt under the California Environmental Quality Act (CEQA) pursuant to Section 15301 – Existing Facilities. During the design phase, the consultant team will prepare environmental studies and confirm this determination and provide CEQA and NEPA compliance documentation.

ATTACHMENTS

1. Resolution No. 11452 - A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with R.E.Y. Engineers, Inc. in the amount of $659,964 using $400,000 from a Federal Grant and $259,964 from the Transportation Improvement Fund (Fund 446) and Authorize a Partial Notice to Proceed for Project Approval and Environmental Design (PA/ED) Tasks for an Amount Not to Exceed $281,278 for the Riley Street Safety Improvement Project, Project No. PW2101, and Appropriation of Funds in the Transportation Improvement Fund (Fund 446)

2. Preliminary Project Layout exhibit from past grant applications

Submitted,

_____

Marcus Yasutake, INTERIM PUBLIC WORKS DIRECTOR

Attachment 1

RESOLUTION NO. 11452

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A DESIGN AND ENGINEERING CONSULTANT SERVICES AGREEMENT WITH R.E.Y. ENGINEERS, INC. IN THE AMOUNT OF $659,964 USING $400,000 FROM A FEDERAL GRANT AND $259,964 FROM THE TRANSPORTATION IMPROVEMENT FUND (FUND 446) AND AUTHORIZING A PARTIAL NOTICE TO PROCEED FOR PROJECT APPROVAL AND ENVIRONMENTAL DESIGN (PA/ED) TASKS FOR AN AMOUNT NOT TO EXCEED $281,278 FOR THE RILEY STREET SAFETY IMPROVEMENT PROJECT, PROJECT NO. PW2101, AND APPROPRIATION OF FUNDS IN THE TRANSPORTATION IMPROVEMENT FUND (FUND 446)

WHEREAS, the City of Folsom has identified this project as a priority to improve pedestrian safety along the Riley Street corridor; and

WHEREAS, the project was selected to receive $4 million in Congressionally Directed Spending funds with a local cost share of $518,243 and is eligible for federal reimbursement; and

WHEREAS, City Council approved Resolution No. 11127 authorizing the City Manager to execute a Program Supplement Agreement with Caltrans for $400,000; and,

WHEREAS, the City issued a Request for Proposals (RFP) on May 14, 2025 and advertised it on the City's webpage, on Public Purchase, and through direct contact with various consulting firms; and,

WHEREAS, R.E.Y. Engineers, Inc. was the only proposer and staff reviewed the proposal and found it meets the qualifications necessary for delivering the various phases of work; and

WHEREAS, funds in the amount of $567,938 are budgeted in the Riley Street Safety Improvement Project (Project No. PW2101), utilizing the Transportation Improvement Fund (Fund 446)) with project encumbrances and expenditures to date of $78,314 leaving a remaining budget available balance of $489,624; and

WHEREAS, an appropriation of $170,340 in the Transportation Improvement Fund (Fund 446) will be required; and

WHEREAS, costs would be funded through the Transportation Improvement Fund (Fund 446) and reimbursed by the federal grant; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute a Design and Engineering Consultant Services Agreement with R.E.Y. Engineers, Inc. in the amount of $659,964 using $400,000 from a Federal Grant and $259,964 from the Transportation Improvement Fund (Fund 446) and Authorize a Partial Notice to Proceed for Project Approval and Environmental Design (PA/ED) Tasks for an Amount Not to

Exceed $281,278 for the Riley Street Safety Improvement Project, Project No. PW2101.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate $170,340 in the Transportation Improvement Fund (Fund 446) for the Riley Street Safety Improvement Project, Project No. PW2101.

PASSED AND ADOPTED on this 26th day of August 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

905 Sutter Street Suite 200 Folsom CA 95630
(916) 366-3040 Fax (916) 366-3303
R. E. Y. ENGINEERS, Inc.
Civil Engineers | Land Surveyors | LiDAR

HISTORIC DISTRICT CONNECTIVITY PROJECT

RILEY STREET PRELIMINARY LAYOUT

MAY 2022

CITY OF FOLSOM
DISTINCTIVE BY NATURE

0 40' 80' 160'
SCALE IN FEET

HISTORIC DOWTOWN COMMERCIAL DISTRICT

SUTTER ST

SUTTER ST - FIGUEROA ST ALLEY

FIGUEROA ST

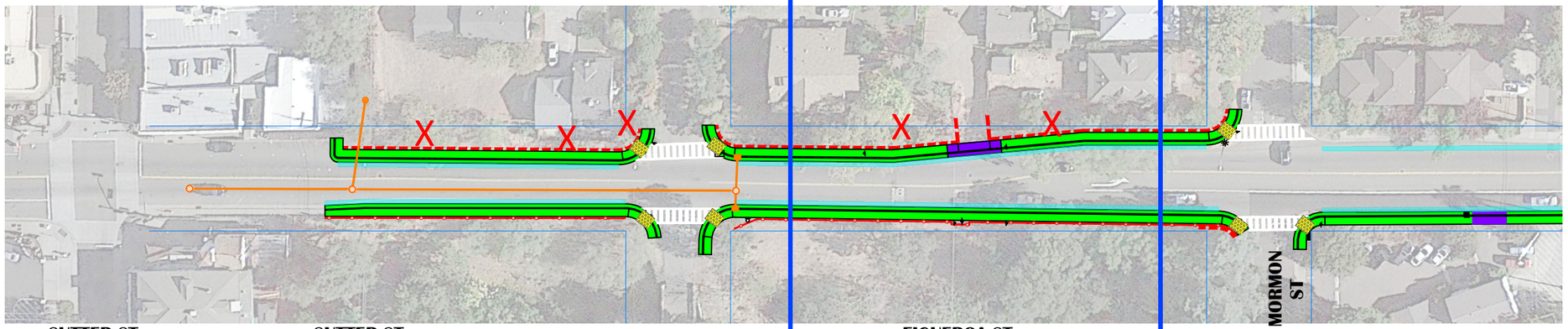
A

FIGUEROA ST - MORMON ST ALLEY

B

MORMON ST

MORMON ST - NATOMA ST ALLEY



SUTTER ST

SUTTER ST - FIGUEROA ST ALLEY

FIGUEROA ST

A

FIGUEROA ST - MORMON ST ALLEY

B

HISTORIC DOWTOWN COMMERCIAL DISTRICT

MORMON ST - NATOMA ST ALLEY

C

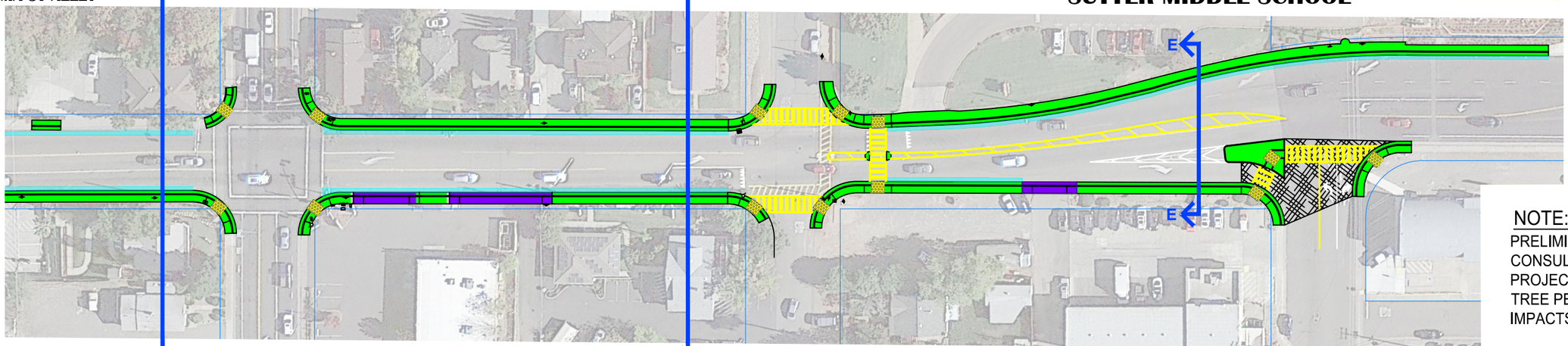
NATOMA ST

D

PERSIFER ST

SUTTER MIDDLE SCHOOL

E



MORMON ST - NATOMA ST ALLEY

C

NATOMA ST

D

PERSIFER ST

BIDWELL ST

CENTRAL COMMERCIAL DISTRICT

LEGEND:

- CURB, GUTTER, & SIDEWALK
- DRIVEWAY
- PAVEMENT RECONSTRUCTION FOR ADA COMPLIANCE
- ADA COMPLIANT CURB RAMP
- RETAINING WALL
- PEDESTRIAN RAILING
- BIKE LANE
- STORM DRAIN PIPE
- X REMOVE TREE
- RIGHT OF WAY LINE
- CONTINENTAL CROSSWALK

NOTE:
PRELIMINARY ENVIRONMENTAL CONSULTATION SHOWS THAT THE PROJECT WOULD LIKELY REQUIRE A TREE PERMIT FROM THE CITY FOR IMPACTS TO NATIVE OAKS.

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11453 - A Resolution Authorizing the City Manager to Execute a Two-Year Agreement with 2040 Enterprise LLC, dba Bio-One Sacramento, for $157,456 from the General Fund (010) for Homeless Encampment Cleanup Projects at Various Locations Throughout the City of Folsom
FROM:	Police Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council pass and adopt Resolution No. 11453 - A Resolution Authorizing the City Manager to Execute a Two-Year Agreement with 2040 Enterprise LLC, dba Bio-One Sacramento**,** for $157,456 from the General Fund (010) for Homeless Encampment Cleanup Projects at Various Locations Throughout the City of Folsom

BACKGROUND / ISSUE

Over the past several years, the City of Folsom has experienced a growing need for professional cleanup services associated with the abatement of homeless encampments throughout the city, including on state-owned property managed by the California Department of Fish and Wildlife (DFW). These encampments often present serious public health and environmental concerns, including biohazardous waste, drug paraphernalia, and material discarded in sensitive ecological areas such as creeks, preserves, and wildlife corridors. As the City continues its coordinated efforts to address homelessness and its impacts, the need for a reliable, responsive, and specialized cleanup provider has become increasingly critical.

POLICY / RULE

ln accordance with Chapter 2.36.140 of the Folsom Municipal Code, sole source procurements, staff has surveyed similar local cleanup service purveyors and vendors, of which, Bio-One Sacramento was the only responsive vendor.

Section 2.36.080 of the Folsom Municipal Code requires that contracts above $75,049 be awarded by the City Council.

ANALYSIS

In September 2024, the City entered a one-year contract with Bio-One Sacramento to handle cleanups across a wide range of sites, including difficult-to-access locations and areas requiring special coordination with DFW. Bio-One Sacramento has consistently demonstrated an exceptional level of service, responding quickly to city staff requests, adhering to strict safety and environmental standards, and providing detailed documentation and disposal records for each site. Their team is trained in handling biohazardous materials, and they routinely work in collaboration with police, city maintenance staff, and state agencies to ensure cleanups are done thoroughly and without disruption to surrounding areas or the public.

Compared to other vendors the City has used or evaluated in past years, Bio-One Sacramento has proven to be the most dependable and comprehensive in their service delivery. Unlike some previous contractors who lacked the capacity or attention to detail needed for complex jobs, Bio-One arrives fully prepared, consistently meets timelines, and handles post-cleanup, restoring most areas to near pristine conditions. Their familiarity with state regulatory requirements and their established relationship with DFW personnel further distinguish them from their competitors.

In recognition of the urgent need to continue this critical work and maintain a high standard of public health and safety throughout Folsom, staff recommends that the City Council adopt Resolution No. 11453 authorizing a two-year contract with Bio-One Sacramento for ongoing homeless encampment cleanup services. Their proven performance, specialized expertise, and reliable service make them uniquely qualified to continue supporting the City's efforts in this challenging and sensitive area.

FINANCIAL IMPACT

Sufficient funds are budgeted and available in the General Fund (Fund 010) in Fiscal Year 2025-26 to cover the cost for the first year of this agreement. Budget for the second year of the agreement will be requested as part of the annual budget process. The total cost for FY 2025-26 is $76,804, a five percent increase over 2024-25. The total cost for FY 2026-27 is

$80,652, a five percent increase over 2025-26. The total cost of this two-year contract is $157,456.

ATTACHMENT

1. Resolution No. 11453 - A Resolution Authorizing the City Manager to Execute a two-year Agreement with 2040 Enterprise LLC dba Bio-One Sacramento for homeless encampment cleanup projects at various locations throughout the City of Folsom.
2. Contract between the City of Folsom and 2040 Enterprise LLC, dba Bio-One Sacramento

Submitted,

Randy Ulibarri, Interim Chief of Police

Attachment 1

RESOLUTION NO. 11453

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A TWO-YEAR AGREEMENT WITH 2040 ENTERPRISE LLC, DBA BIO-ONE SACRAMENTO, FOR $157,456 FROM THE GENERAL FUND (010) FOR HOMELESS ENCAMPMENT CLEANUP PROJECTS AT VARIOUS LOCATIONS THROUGHOUT THE CITY OF FOLSOM

WHEREAS, City desires to hire a consultant for homeless encampment clean-up projects at various locations throughout the City on a dedicated weekly basis (one day per week); and,

WHEREAS, Consultant, by reason of its qualifications, experience, and facilities for performing the type of services contemplated herein, has proposed to provide the requested services, and

WHEREAS, Consultant, has previously performed this service for the City and achieved highly desirable results, and

WHEREAS, sufficient funds are budgeted and available in the General Fund (Fund 010) in Fiscal Year 2025-26 to cover the cost of the first year of the agreement and budget for the second year of the agreement will be requested as part of the annual budget process, and

WHEREAS, the cost of the agreement for FY 2025-26 is $76,804 and for FY2026-27 is $80,652 for a total cost of $157,456 for the two year agreement, and

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

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom hereby authorizes the City Manager to execute a two-year agreement with 2040 Enterprises LLC, dba Bio-One Sacramento, in the amount of $157,456 from the General Fund (Fund 010) for homeless encampment cleanup projects at various locations throughout the City of Folsom.

PASSED AND ADOPTED this 26th day of August 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

CITY OF FOLSOM

CONSULTANT AND PROFESSIONAL SERVICES AGREEMENT

This Agreement is entered into as of September 1, 2025 (“Effective Date”) by and between the City of Folsom, a Municipal Corporation, hereinafter referred to as "City" and 2040 Enterprise LLC dba Bio-One Sacramento, hereinafter referred to as "Consultant."

WITNESSETH:

WHEREAS, City desires to hire a consultant for clean-up projects at various locations throughout the City on a dedicated weekly basis (one day per week); and,

WHEREAS, Consultant, by reason of its qualifications, experience, and facilities for performing the type of services contemplated herein, has proposed to provide the requested services.

NOW, THEREFORE, in consideration of the mutual promises hereinafter set forth, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, City and Consultant agree as follows:

1. Scope of Service

The scope of service covered by this Agreement includes all consulting services described and contained in Exhibit A, attached hereto and by this reference incorporated into this Agreement. In the event of a conflict between the terms and conditions in this Agreement and the terms and conditions in Exhibit A, the terms and conditions set forth in this Agreement shall prevail.

2. Term of Agreement

The term of this Agreement shall commence on the Effective Date and shall continue until all services provided for in this Agreement have been performed or for two years, whichever is sooner, unless otherwise terminated as set forth in Paragraph 17 of this Agreement.

3. Schedule for Performance

City and Consultant agree that time is of the essence in the performance of this work, and Consultant agrees to produce documents in the times stated in the Proposal. Deviations from the time schedule stated in the Proposal may be made with the approval of the Chief of Police, or his/her authorized representative.

4. Compensation

Compensation for the services specified in Exhibit A, shall be paid after invoices have been submitted and approved by the Homeless Outreach Team (HOT) supervisor. The Compensation for the services specified in Exhibit A, including any and all costs or expenses, is per the rates below.

H.O.T. Scheduled Work

- **September 1, 2025, through August 30, 2026**
- 1 day/week guaranteed (52 weeks per year)
  - Hours generally 0700-1530, but hours are negotiable
- $1477/day for up to 8 hours of services which includes
  - 2 dedicated employees
  - Pick-up truck / dump trailer
  - Gas / supplies
  - $250/day for Polaris Ranger usage (billed as full day)
  - If not dumping at the Corporation yard, dump fees plus 10% (bio One Royalties) will be added to invoice
  - Employees allowed 30-minute break each day

- **September 1, 2026, through August 30, 2027**
- 1 day/week guaranteed (52 weeks per year)
  - Hours generally 0700-1530, but hours are negotiable
- $1551/day for up to 8 hours of services which includes
  - 2 dedicated employees
  - Pick-up truck / dump trailer
  - Gas / supplies
  - $250/day for Polaris Ranger usage (billed as full day)
  - If not dumping at the Corporation yard, dump fees plus 10% (bio One Royalties) will be added to invoice
  - Employees allowed 30-minute break each day

On-Call Services

- Biohazard Service, based on time and material basis:
  - 1 hours of roundtrip travel: $150
  - First hour onsite: $300/hr.
  - Each additional hour: $250/hr.
  - 3 hours minimum
  - Most common material costs
    - Bio-One proprietary Chemicals: $50/gallon billed in ½ gallon increments
    - Biohazard suit: $45/ea. (suits last approximately 3 hours)
    - Respirator filters: $50/job

        - Gloves: $10/job
        - Air Scrubber (if indoors for odor): $100/job
        - Dump Fees: $200/dump trailer (approx. 12 cu yards) billed as full trailer
        - Biohazard disposal: $200/32-gallon red bin
- Non-biohazard service, billed on a time/materials basis
    - One hour of roundtrip travel: $150
    - First hour onsite $250/hr.
    - Each additional hour: $200/hr.
    - 4 hours minimum
    - Most Common material costs
        - Bio-One proprietary Chemicals: $50/gallon billed in ½ gallon increments
        - Respirator filters: $50/job
        - Non-respirator masks: $10/job
        - Gloves: $10/job
        - Contractor Trash Bags: $1/each
        - Dump Fees: $200/dump trailer (approx. 12 cu yards) billed as full trailer

The City shall have the right to review all books and records kept by the Consultant and any subcontractors in connection with the operation and services performed under this Agreement. The City shall withhold payment for any expenditure not substantiated by Consultant's or subcontractor's books and records. In the event the City has made payment for expenditures that are not allowed, as determined by the City's audit, the Consultant shall reimburse the City for the amount of the disallowed expenditures. City shall make no payment for any services not specified in Exhibit A of this Agreement unless such additional services and the price thereof are agreed to in writing and approved by the City prior to the time that such additional services are rendered.

5. <u>Invoicing, Payment, Notices</u>

A. Consultant shall submit either periodic invoices monthly or separate invoices for work performed each week. Invoices shall describe the services performed and costs incurred, the person(s) rendering performed services, the amount of time spent by such person(s), and the applicable hourly rate.

B. Consultant shall transmit invoices, and any notices required by this Agreement, to City as follows:

Homeless Outreach Team Sergeant –
City of Folsom Police Department
46 Natoma Street
Folsom, California 95630

C. City shall transmit payments on invoiced amounts, and any notices required by this Agreement to Consultant as follows:

Bio-One Sacramento
9896 Valgrande Way
Elk Grove, Ca 95757

Telephone: 916-833-2461

6. Professional Services

Consultant agrees that services shall be performed and completed in the manner and according to the professional standards observed by a competent practitioner of the profession in which Consultant and its subcontractors or agents are engaged. Consultant shall not, either during or after the term of this Agreement, make public any reports or articles, or disclose to any third party any confidential information relative to the work of City or the operations or procedures of the City without the prior written consent of City.

Consultant further agrees that it shall not, during the term of this Agreement, take any action that would affect the appearance of impartiality or professionalism.

7. Independent Contractor

A. It is understood and agreed that Consultant (including Consultant's employees) is an independent contractor, and that no relationship of employer-employee exists between the parties hereto. Consultant shall be responsible for the payment of all taxes, workers' compensation insurance and unemployment insurance. Should Consultant desire any insurance protection, Consultant is to acquire same at its sole expense.

B. Consultant's assigned personnel shall not be entitled to any benefits payable to employees of City.

C. City is not required to make any deductions or withholdings from the compensation payable to Consultant under the provisions of the Agreement and is not required to issue W-2 Forms for income and employment tax purposes for any of Consultant's assigned personnel.

D. Consultant, in the performance of its obligation hereunder, is only subject to the control or direction of City as to the designation of tasks to be performed and the results to be accomplished.

E. Any third persons employed by Consultant shall be entirely and exclusively under the direction, supervision, and control of Consultant.

F. Consultant hereby indemnifies and holds City harmless from any and all claims that may be made against City based upon any contention by any third party that an employer-employee relationship exists by reason of this Agreement. In the event Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be

eligible for enrollment in PERS as an employee of the City, Consultant shall further indemnify, protect, defend, and hold harmless the City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

8. Authority of Consultant

Consultant enters into this Agreement as an independent contractor and not as an officer, employee or representative of the City. Accordingly, Consultant shall provide information, recommendation, and advice to City, but shall possess no authority with respect to any City decision and no right to act on behalf of City in any capacity as agent, or to bind City to any obligations whatsoever.

9. Conflict of Interest

Consultant certifies that it has disclosed to City any actual, apparent, or potential conflicts of interest that may exist relative to the services to be provided pursuant to this Agreement. Consultant agrees to advise City of any actual, apparent or potential conflicts of interest that may develop subsequent to the date of execution of this Agreement. Consultant further agrees to complete any statements of economic interest required by either City ordinance or State law.

Neither this Agreement, any duties or obligations under this Agreement, nor the intention or expectations of the City will cause the Consultant to be a "public official" as that term is used in California Government Code section 87100. The City and Consultant agree that the Consultant is not a "public official" or "participating in governmental decisions" as those terms are used in section 87100. The City and Consultant also agree that no actions and opinions necessary for the performance of duties under this Agreement will cause the Consultant to be a "public official" or "participating in a governmental decision" as those terms are used in section 87100. Nothing in this Agreement shall be construed to be inconsistent with the Consultant's status as an independent contractor.

10. Assignment and Subcontracting

Consultant's rights, duties and obligations under this Agreement are not assignable or transferable, and Consultant shall not subcontract any work, without the prior written approval of the City.

11. Ownership of Work Product

All technical data, evaluations, reports, plans and other work products of Consultant provided hereunder shall become the property of City and shall be delivered to City upon completion of the services authorized hereunder. Consultant may retain copies thereof for its files and internal use. City representatives shall have access to work products for the purpose of inspecting same and determining that the services are being performed in accordance with the terms of the Agreement. Publication of the information derived from work performed or data obtained in connection with services rendered under this Agreement must be approved in writing

by City.

Both parties recognize that the City is a public entity subject to the requirements of the California Public Records Act ("PRA"). Consultant understands that the release of any written, printed, graphic, or electronically recorded information and document delivered by Consultant to the City will be governed by the PRA and agrees that the release of such material pursuant to the PRA shall not require Consultant's prior consent or approval.

12. Indemnification

Consultant shall indemnify, protect, defend, save and hold City, its officers, employees, and agents, harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Consultant or Consultant's officers, employees, volunteers, and agents during performance of this Agreement, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Consultant or its employees, subcontractors, or agents, or by the quality or character of Consultant's work. It is understood that the duty of Consultant to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Consultant from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Consultant acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.

13. Insurance

During the term of this Agreement, Consultant shall maintain and provide evidence of insurance coverage as set forth in Exhibit B, attached hereto and incorporated herein by reference, at its own cost and expense.

14. Employment Practices

Consultant, by execution of this Agreement, certifies that it does not discriminate against any person upon the basis of race, color, creed, national origin, age, sex, disability or marital status in its employment practices.

15. Licenses, Permits, Etc.

Consultant represents and warrants to City that it has all licenses, permits, qualifications and approvals of whatsoever nature legally required for Consultant to practice its profession. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, obtain and/or keep in effect at all times during the term of this Agreement any licenses, permits, and approvals which are legally required for Consultant to practice its profession at the time the services are performed.

16. Records

Consultant shall maintain records, books, documents and other evidence directly pertinent to the performance of work under this Agreement in accordance with generally accepted accounting principles and practices.

17. Termination

A. City or Consultant may terminate this Agreement by providing thirty (30) days written notice prior to the effective termination date.

B. In the event of such termination, City shall pay Consultant for all services actually rendered up to and including the date of termination.

C. Consultant shall deliver to City copies of all drawings, reports, analyses, and investigations whether completed or not, prepared or in the process of being prepared under the provisions of this Agreement.

18. Amendments

Any modification or amendment of any provision of this agreement shall be in writing and must be executed by both parties hereto.

19. Incidental Beneficiaries

It is expressly understood and agreed that the enforcement of these terms and conditions shall be reserved to City and Consultant. Nothing contained in the Agreement shall give or allow any claim or right of action whatsoever by any third person. It is the express intent of the City and Consultant that any such person or entity, other than City and Consultant, receiving services or benefits under this Agreement shall be deemed an incidental beneficiary.

20. Miscellaneous Provisions

A. Attorneys' Fees: In the event an action or proceeding is instituted by either party for the breach or enforcement of any provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees according to law.

B. Venue: This Agreement shall be deemed to be made in, and the rights and liabilities of the parties, and the interpretation and construction of the Agreement governed by and construed in accordance with the laws of the State of California. Any legal action arising out of this Agreement shall be filed in and adjudicated by a state court in the County of Sacramento, State of California.

C. Enforceability: If any term or provision of this Agreement is found to be void, voidable, invalid or unenforceable by a court of competent jurisdiction under the laws of the State of California, any and all of the remaining terms and provisions of this Agreement shall remain binding.

D. Time: All times stated herein or in any other contract documents are of the essence.

E. Binding: This Agreement shall bind and inure to the heirs, devisees, assignees and successors in interest of Consultant and to the successors in interest of City in the same manner as if such parties had been expressly named herein.

F. Survivorship: Any responsibility of Consultant for warranties, insurance, indemnity, record keeping or compliance with laws with respect to this Agreement shall not be invalidated due to the expiration, termination or cancellation of this Agreement.

G. Waiver: In the event that either City or Consultant shall at any time or times waive any breach of this Agreement by the other, such waiver shall not constitute a waiver of any other or succeeding breach of this Agreement, whether of the same or any other covenant, condition or obligation. Waiver shall not be deemed effective until and unless signed by the waiving party.

21. Entire Agreement

This instrument and any attachments hereto constitute the entire Agreement between the City and Consultant concerning the subject matter hereof and supersedes any and all prior oral and written communications between the parties regarding the subject matter hereof.

22. Authority to Execute

The person or persons executing this Agreement on behalf of the parties hereto warrants and represents that he/she/they has/have the authority to execute this Agreement on behalf of their entity and has/have the authority to bind their party to the performance of its obligations hereunder.

23. Counterparts

This agreement may be executed in one or more counterparts, each of which shall be deemed an original, and will become effective and binding upon the parties at such time as all of the signatories hereto have signed a counterpart of this Agreement. All counterparts so executed shall constitute one Agreement binding on all of the parties hereto, notwithstanding that all of the parties are not signatory to the same counterpart.

END OF TEXT - SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed.

ETHOS-CALIFORNIA VETERINARY GROUP, INC., a California Professional Corporation**:**	***(If a corporation, must be signed by two officers of the corporation per Corporations Code section 313.)***
	87-2897061
Date	Tax I.D. Number
Signature	Signature
Seth Ramey	
Print Name	Print Name
President	
Title	Title

CITY OF FOLSOM, A Municipal Corporation:

Date	Bryan Whitemyer, City Manager
ATTEST:	FUNDING AVAILABLE:
Christa Freemantle, City Clerk Date	Stacey Tamagni, Finance Director Date
ORIGINAL APPROVED AS TO CONTENT:	ORIGINAL APPROVED AS TO FORM:
Randy Ulibarri, Chief of Police Date	Steven Wang, City Attorney Date

NOTICE: SIGNATURE(S) ON BEHALF OF CONSULTANT MUST BE NOTARIZED.
A certificate of acknowledgment in accordance with the provisions of California Civil Code section 1189 must be attached for each person executing this agreement on behalf of consultant. This section provides, at part (b): "Any certificate of acknowledgment taken in another place shall be sufficient in this state if it is taken in accordance with the laws of the place where the acknowledgment is made."

EXHIBIT A

(Scope of Work)

See following pages.

Commented [SS1]: Reminder to include your Exhibit A – did it update from the previous contract?

EXHIBIT B
INSURANCE

NOTE: The word "Consultant" in this Exhibit refers to either "Consultant" or "Contractor" as the term is used in the Agreement/Contract to which this Exhibit is attached.

A. During the term of this Agreement, Consultant shall maintain in full force and effect at all times during the term of the contract, at its sole cost and expense, policies of insurance as set forth herein:

1. General Liability:
   a. General liability insurance including, but not limited to, protection for claims of bodily injury and property damage liability, personal and advertising injury liability and product and completed operations liability.
   b. Coverage shall be at least as broad as Insurance Services Office Commercial General Liability coverage form CG 0001 (occurrence).
   c. Claims-made coverage is not acceptable.
   d. The limits of liability shall not be less than:

Each occurrence:	One Million Dollars ($1,000,000)
Products & Completed Operations:	One Million Dollars ($1,000,000)
Personal & Advertising Injury:	One Million Dollars ($1,000,000)

   e. If a general aggregate limit of liability is used, the minimum general aggregate shall be twice the 'each occurrence' limit or the policy shall contain an endorsement stating that the general aggregate limit shall apply separately to the project that is the subject of the contract.
   f. If a products and completed operations aggregate limit of liability is used, the minimum products and completed operation aggregate shall be twice the 'each occurrence' limit or the policy shall contain an endorsement stating that the products and completed operations aggregate limit shall apply separately to the project which is the subject of the contract.
   g. If the Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

2. Automobile Liability:
   a. Automobile liability insurance providing protection against claims of bodily injury and property damage arising out of ownership, operation, maintenance, or use of owned, hired, and non-owned automobiles.
   b. Coverage shall be at least as broad as Insurance Services Office Automobile Liability coverage form CA 0001, symbol 1 (any auto).
   c. The limits of liability per accident shall not be less than:

Combined Single Limit One Million Dollars ($1,000,000)

d. If Automobile Liability coverage, as required above, is provided by the Commercial General Liability form, the General Liability policy shall include an endorsement providing automobile liability as required above.

3. Workers' Compensation
   a. Workers' Compensation Insurance, with coverage as required by the State of California (unless the Consultant is a qualified self-insurer with the State of California), and Employer's Liability coverage.
   b. Employer's Liability Coverage with a limit not less than $1,000,000 per accident for bodily injury and disease.
   c. Consultant shall sign and file with the City department responsible for this Agreement/Contract the Worker's Compensation Certificate contained in the Project Manual.
4. Insurance Required in the Supplementary Conditions: Consultant shall be required to comply with all conditions as stipulated in the Standard Construction Specifications, any supplementary conditions and any special provisions as applicable.
5. Professional Liability Insurance
   If required, errors and omissions, malpractice or professional liability insurance with coverage of not less than $1,000,000 per claim.
6. Other Insurance Provisions:
   a. The Consultant's General Liability and Automobile Liability policies shall contain, or be endorsed to contain, the following provisions:
      i. The City, its officials, employees, agents and volunteers shall be covered and specifically named as additional insureds on a separate endorsement as respects liability arising out of activities performed by or on behalf of the Consultant, products and completed operations of the Consultant, premises owned, occupied, or used by the Consultant, or automobiles owned, leased, hired, or borrowed by the Consultant in a form acceptable to the City Attorney.
      ii. The Endorsement requirement may be satisfied with express provisions in the insurance policy(ies) which identifies any person or entity required to be included as an insured under the policy. A copy of the declarations page identifying the policy number, and pertinent provisions in the policy providing additional insured coverage shall be provided to the City.
      iii. The policy shall contain no special limitations on the scope of coverage afforded to the City, its officials, employees, agents or volunteers.
   b. For any claims related to the project, the Consultant's General Liability and Automobile insurance coverage shall be primary insurance in their coverage of the City and its officers, officials, employees, agents, or volunteers, and any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

c. Any failure to comply with reporting or other provisions of the policies on the part of the Consultant, including breaches of warranties, shall not affect coverage provided to the City, its officers, officials, employees, agents or volunteers.

d. The Consultant's Workers Compensation and Employer's Liability policies shall contain an endorsement that waives any rights of subrogation against the City, its officers, officials, employees, agents, and volunteers.

e. Each insurance policy shall state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits, non-renewed, or materially changed except after **30 days prior written notice** by certified mail has been given to the City. Ten days prior written notice by certified mail shall be given to the City in the event of cancellation due to nonpayment of premium.

7. Acceptability of Insurers: Insurance is to be placed with insurers with **a Bests' rating of no less than A:VII**.
8. The Consultant shall furnish the City with Certificates of Insurance and endorsements or insurance binders, signed by a person authorized by the insurer to bind coverage on its behalf, evidencing the coverage required by this section, the Standard Specifications, Special Provisions and/or any Supplementary Conditions. **The Consultant shall furnish complete, certified copies of all required insurance policies, including original endorsements specifically required hereunder if requested.**
9. The Consultant shall report, by telephone to the Project Manager within 24 hours, and also report in writing to the City within 48 hours, after Consultant or any Subcontractors or agents have knowledge of, any accident or occurrence involving death of or serious injury to any person or persons, or damage in excess of Ten Thousand Dollars ($10,000) to property of the City or others, arising out of any work done by or on behalf of the Consultant as part of the contract.
10. Such report shall contain:
    a. the date and time of the occurrence,
    b. the names and addresses of all persons involved, and
    c. a description of the accident or occurrence and the nature and extent of the injury or damage.
11. The City, at its discretion, may increase the amounts and types of insurance coverage required hereunder at any time during the term of the contract by giving 30 days written notice.
12. If the Consultant fails to procure or maintain insurance as required by this section, the Standard Specifications, and any Supplementary Conditions, or fails to furnish the City with proof of such insurance, the City, at its discretion, may procure any or all such insurance. Premiums for such insurance procured by the City shall be deducted and retained from any sums due the Consultant under the contract.
13. Failure of the City to obtain such insurance shall in no way relieve the Consultant from any of its responsibilities under the contract.
14. The making of progress payments to the Consultant shall not be construed as relieving the Consultant or its Subcontractors of responsibility for loss or direct

physical loss, damage, or destruction occurring prior to final acceptance by the City.

15. The failure of the City to enforce in a timely manner any of the provisions of this section shall not act as a waiver to enforcement of any of these provisions at any time during the term of the contract.
16. In the event Consultant carries Excess Liability Coverage, the Excess Liability Coverage shall apply to any and all claims related to the project on a primary and non-contributory basis, and the City's insurance or self-insurance coverage shall be excess to the Consultant's Excess Liability Coverage.

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	Public Hearing
SUBJECT:	Ordinance No. 1354 - An Uncodified Ordinance of the City of Folsom Approving a Development Agreement by and between the City of Folsom and Broadstone Crossing Phase II, LLC and Elliott Homes, Inc. Relating to the Development known as "Broadstone Crossing Phase II" (Introduction and First Reading)
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Conduct a public hearing to consider a request from Elliott Homes, Inc. to approve a Development Agreement and upon conclusion introduce and conduct the first reading of the uncodified Ordinance No. 1354 approving the Development Agreement between the City of Folsom and Broadstone Crossing Phase II, LLC and Elliott Homes, Inc. for public improvements for the Broadstone Crossing Phase II project.

BACKGROUND / ISSUE

On November 20, 2024, the Planning Commission approved a Vesting Tentative Parcel Map, a Planned Development (PD) Permit, and a Master Sign Program for Broadstone Crossing Phase II, which subdivided an existing 18.7-acre parcel located at 1565 Cavitt Drive into three parcels with three separate buildings together totaling 200,840 square feet. As part of the PD permit, the Commission also approved the design review for the Sutter Medical Office building (approximately 106,500 square feet), which was the largest of the three buildings planned for the site. As part of the Conditions of Approval for the project, there are two conditions related to transportation effects resulting from the project that the developer is required to fulfil. These are as follows:

Condition of Approval 42 – Access and Circulation:

In accordance with the Broadstone Crossing Phase II Transportation Impact Study (TIS) dated November 12, 2024, prepared by T. Kear Transportation Planning & Management, Inc. and based on the recommendations of the City Engineer, the developer/owner shall be responsible for the

traffic, access, signal coordination, and circulation measures set forth in the TIS to the satisfaction of the Community Development Department:

- The project shall be responsible for the geometric and signal timing improvements described in Abatement #1 and #2 in Section 7 of the TIS to address level-of-service and queueing deficiencies relative to General Plan policies. This work may be done as part of the project, or the improvement work may be paid for by the applicant/owner and included as part of the development agreement identified in Condition No. 43.

Condition of Approval 43 – Fair Share Contribution to Pedestrian Overcrossing:
The applicant/owner shall execute a development agreement with City for a pedestrian overcrossing across East Bidwell Street located between Kilrush Drive and Iron Point Road prior to the issuance of the first building permit for the project based on the project's fair share contribution that includes the following commitments from the applicant/owner:

- Payment for the design;
- Payment for environmental review covering both CEQA and NEPA;
- Dedication of land necessary for a pedestrian overcrossing across East Bidwell from the project site to the Palladio; and
- The total cost for the applicant/owner contribution to the pedestrian bridge shall not exceed $2.5 million.

The proposed Development Agreement between the City of Folsom and Elliott Homes, Inc. and Broadstone Crossing Phase II, LLC establishes the landowner and developer obligations in accordance with Conditions of Approval numbers 42 and 43 related to public improvements and traffic abatement measures for the Broadstone Crossing Phase II project (MSTR23-00143).

POLICY / RULE

The development agreement is consistent with and fulfills Conditions of Approval 42 and 43 for the Broadstone Crossing Phase II project (MSTR23-00143). Furthermore, this development agreement is consistent with the requirements governing development agreements set forth in California Government Code Section 65864 *et seq*.

ANALYSIS

Elliott Homes, Inc. is requesting that the City Council approve the proposed Development Agreement (DA or Agreement) between the City of Folsom and Broadstone Crossing II, LLC / Elliott Homes, Inc. The Agreement has been prepared to fulfill the developer's obligations under Conditions 42 and 43 for the Broadstone Crossing II project, which was approved by the Planning Commission on November 20, 2024. Condition of Approval 42 required the developer to design and construct improvements along East Bidwell Street and Iron Point Road in order to address worsening traffic conditions in the area as a result of their project, based on the results of a Transportation Impact Study (TIS) prepared by T. Kear and Associates. In addition, Condition of Approval 43 requires the developer to make a fair share contribution to the design and construction of a pedestrian bridge across East Bidwell Street to the Palladio. The developer has requested, and City staff have agreed, to have the City construct these improvements[1] as part of a

[1] The City will construct all required public improvements with the exception of one left turn lane, which will be the

Capital Improvement Project (CIP) so long as the developer funds the design and construction of these public improvements and also provides their fair share contribution of $2.5 million toward the pedestrian overcrossing. This agreement sets out the terms and conditions of payment as well as the design, construction and schedule for the improvements.

As described in the TIS, the improvements covered under Condition of Approval 42 include:

1. Changes to lane striping at East Bidwell Street/Iron Point Road and East Bidwell Street/Placerville Road;
2. Changes to lane striping at East Bidwell Street/Broadstone Pkwy;
3. Minor extension of left turn pockets to prevent "secondary deficiencies" at East Bidwell Street/Scholar Way, East Bidwell Street/Power Center Drive, East Bidwell Street/Via Felice, and East Bidwell Street/Iron Point Road;
4. Updated signal coordination along East Bidwell Street from Scholar Way to Placerville Road;
5. Channelization of the eastbound right-turn lane of eastbound Iron Point Road and add a second eastbound right turn lane with a receiving lane on southbound East Bidwell Street and movement of the bike lane accordingly;
6. Addition of a third northbound left turn lane on Iron Point Road; and
7. Potential additional right-of-way acquisition, if needed.

In addition, the TIS also identified the need for a pedestrian bridge or overcrossing across East Bidwell Street near Via Felice and Wellspring Drive (formerly Kilrush Drive) to the Palladio in order to avoid at-grade signalized pedestrian crossings that would disrupt the signal timing and worsen traffic congestion on East Bidwell Street. Since the project alone does not justify the construction of the overcrossing, but does contribute to the need for one, it was required to contribute its fair share toward the design and construction of the project based on the anticipated pedestrian traffic generated from the project.

Key terms of the agreement include:

- Public Roadway Improvements and Abatements (Condition of Approval No. 42)
    - Payment to the City of an initial deposit of $1.445 million upon issuance of the first vertical building permit for the Sutter Medical Center project to cover the initial cost of design, engineering, and environmental clearance for the public improvements or abatements outlined in Section 7.0 of the Transportation Impact Study as approved by the Commission on November 20, 2024.
    - After use of the initial deposit of $1.445 million, developer is required to provide an additional deposit of $2.155 million to the City to cover the remaining estimated project costs ($3.6 million) for the improvements.
    - Any actual costs in excess of the total deposit amount will be reimbursed by the Developer within 30 days of receipt of an invoice from the City.

developer's responsibility.

  - To the extent that other projects in the area also require and benefit from these same public improvements, City has agreed to use its best efforts to condition other projects to contribute their fair share toward the cost of the public improvements.
  - A commitment to complete the public improvements within 5 years barring unexpected delays caused by other government agencies, utility companies, environmental clearance or right-of-way acquisition.
  - Fair share contributions collected from other projects will be used to reimburse developer for the upfront payment of costs for the improvements.

- Pedestrian Overcrossing (Condition of Approval No. 43)
  - A separate payment by the developer of $2.5 million will be made to the City as part of the developer's fair share contribution toward the construction of a pedestrian bridge over East Bidwell Street between the project and the Palladio.
  - Of the $2.5 million, an initial deposit of $1 million will be provided within 30 days of the release of a request for proposals (RFP) for design and engineering services by the City and the remaining $1.5 million shall be deposited with the City after most of the initial deposit has been exhausted.
  - Since Elliott Homes, Inc., owns property on both sides of East Bidwell Street where the pedestrian overcrossing will be located, they have agreed to provide the land necessary to support the footings for the overcrossing and the value of that land will be counted toward their $2.5 million contribution.
  - Estimated timeframe for construction is dependent on securing state or federal funding for the rest of the cost, but the project could be completed well within the 10-year term of the Agreement if full funding is secured.

COMMISSION RECOMMENDATION

At the Planning Commission meeting on August 20, Commissioners expressed support for the Development Agreement, but voiced concern about the timing of the fair share payment for the pedestrian overcrossing given that the Certificate of Occupancy for the Sutter Health medical office building would not be issued until mid to late 2027. After discussions with staff and the developer, Elliott Homes, the voted unanimously (6-0-0) to recommend approval of the Development Agreement, but with a condition, to which the developer agreed, that some of the funding be advanced by the developer soon after the issuance of a request for proposals (RFP) for design, engineering and environmental services to ensure that the project became eligible for state and federal funding and could be constructed as soon as possible. The Development Agreement in Attachment 1 has been amended in Section 2.6(c) to require an initial deposit of $1 million out of the $2.5 million within 30 days of release of a RFP. The remainder would be due once the first deposit has been used.

FINANCIAL IMPACT

While the City has agreed to undertake these public improvements, the developer has agreed in the Development Agreement to cover the full cost of the public roadway improvements so that

there is no impact to the General Fund. For the pedestrian overcrossing, the developer is providing a fair share contribution in an amount not to exceed $2.5 million. City staff anticipates securing regional, state or federal grant funding to cover the rest of the cost of the pedestrian overcrossing project. As a result, there would be no impact to the General Fund.

ENVIRONMENTAL REVIEW

The original development project (MSTR23-00143) for this location was previously determined to be exempt from environmental review in accordance with Section 15183 of the California Environmental Quality Act (CEQA). This request is an administrative action consistent with the prior project approval and therefore is not a project under CEQA Guidelines Section 15061(b)(3). Construction of the public improvements and the pedestrian overcrossing will undergo separate environmental review prior to construction.

ATTACHMENTS

1. Ordinance No. 1354 - An Uncodified Ordinance of the City of Folsom Approving a Development Agreement by and between the City of Folsom and Broadstone Crossing Phase II, LLC and Elliott Homes, Inc. Relating to the Development known as “Broadstone Crossing Phase II"

Submitted,

PAM JOHNS
Community Development Director

Attachment 1

Ordinance No. 1354 for the Broadstone Crossing Phase II Development Agreement

ORDINANCE NO. 1354

AN UNCODIFIED ORDINANCE OF THE CITY OF FOLSOM APPROVING A DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF FOLSOM AND BROADSTONE CROSSING PHASE II, LLC AND ELLIOTT HOMES, INC. RELATING TO THE DEVELOPMENT KNOWN AS "BROADSTONE CROSSING PHASE II"

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

SECTION 1. That the Development Agreement by and between the City of Folsom and Broadstone Crossing Phase II, LLC and Elliott Homes, Inc. as set forth in Exhibit A, relative to the development known as the Broadstone Crossing Phase II is incorporated into this ordinance by reference.

SECTION 2. That the City Council hereby approves the Development Agreement substantially in the form on file with the City Clerk, as set forth in Exhibit A, subject to such minor and clarifying changes consistent with the terms thereof as may be approved by the City Attorney prior to execution thereof, including but not limited to completion of references, addition of exact titles and designations of parties constituting the Developers, and conformity of all exhibits thereto.

SECTION 3. The City Council adopts the following findings in conjunction with its approval of said Development Agreement:

A. Public hearings have been held by the Planning Commission and the City Council and notices of hearing have been given in the form and at the times required by state law and City ordinances for adoption of a Development Agreement.

B. The Development Agreement is consistent with the objectives, policies, general land uses and programs specified in the City's General Plan and all applicable specific plans.

C. The Development Agreement is in conformity with public convenience, general welfare and good land use practices.

D. The Development Agreement will not be detrimental to the health, safety, peace and general welfare of persons residing in the immediate area, nor be detrimental or injurious to property or persons in the general neighborhood or to the general welfare of the residents of the City as a whole; but, to the contrary, will specifically benefit the community and the entire City and region by encouraging development in accordance with the General Plan.

E. The Development Agreement will promote the orderly development of the property and the preservation of property values.

F. The Development Agreement is consistent with and conforms to the requirements of Government Code Sections 65864 – 65869.5.

SECTION 4. The Mayor is authorized and directed to execute the Development Agreement on behalf of the City of Folsom.

SECTION 5. This ordinance shall become effective thirty (30) days from and after its passage and adoption, provided it is published in full or in summary within twenty (20) days after its adoption in a newspaper of general circulation in the City of Folsom.

This ordinance was introduced and the title thereof read at the regular meeting of the City Council on August 26, 2025, and the second reading occurred at the regular meeting of the City Council on September 9, 2025.

On a motion by Council Member _____, seconded by Council Member _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this _____ day of _____, 2025 by the following vote, to wit:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Exhibit A
to
Ordinance No. 1354

RECORDING
REQUESTED BY AND
WHEN RECORDED,
MAIL TO:

City of Folsom
50 Natoma Street
Folsom, CA 95630
Attn: City Clerk

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

DEVELOPMENT AGREEMENT

BY AND BETWEEN

THE CITY OF FOLSOM

AND

BROADSTONE CROSSING PHASE II, LLC

AND

ELLIOTT HOMES, INC.

DEVELOPMENT AGREEMENT
BY AND BETWEEN
THE CITY OF FOLSOM
AND
BROADSTONE CROSSING PHASE II, LLC
AND
ELLIOTT HOMES, INC.

THIS DEVELOPMENT AGREEMENT ("Agreement") is made and entered into by and between the CITY OF FOLSOM, a California Charter Municipal Corporation ("City"), and BROADSTONE CROSSING PHASE II, LLC, a California limited liability company, and ELLIOTT HOMES, INC. an Arizona corporation (collectively, "Developer") pursuant to the authority of Article 2.5, Chapter 4, Division 1, Title 7 (Section 65864 et seq.) of the Government Code relating to Development Agreements.

R E C I T A L S

1. In order to strengthen the public land use planning process, to encourage private participation in the process, to reduce the economic risk of development, and to reduce the waste of resources, the Legislature adopted the Development Agreement Statutes (Section 65864 et seq. of the Government Code).

2. The Development Agreement Statutes permit cities to contract with private interests for their mutual benefit in a manner not otherwise available to the contracting parties. Such agreements, as authorized by the Development Agreement Statutes, can assure property developers they may proceed with projects assured that approvals granted by public agencies will not change during the period of development of their projects. Cities are equally assured that costly infrastructure will be available at the time development projects come on line and recovery of any associated direct costs incurred by the City.

3. This Agreement relates to the development known as Broadstone Crossing Phase II ("Project"). The parties have, in good faith, negotiated the terms hereinafter set forth which carry out the legislative purpose set forth above and will assure the parties to this Agreement of mutually desirable development of the Subject Property, as defined hereinafter.

Development of the Project will result in significant public benefits, as more fully described hereinafter, including, without limitation:

a. The provision of an additional real property and other tax revenue flow to the City that will enhance the City's ability to implement its General Plan.

b. The creation of additional jobs that will benefit the residents of the City and of surrounding communities.

c. The further diversification of the economic base of the City, which will enhance the City's ability to implement its General Plan.

d. The creation of a new health care center serving the Folsom community.

e. The accommodation and funding of a pedestrian overcrossing to provide a direct connection for pedestrians, cyclists, residents, office workers, and patients from Broadstone Villas and the Project to the Palladio commercial shopping center.

4. Developer holds ownership interests in the Subject Property located in the City, which is comprised of all or a portion of three parcels known as Lot 1, Lot 2, and Lot 3 on Parcel 072-0270-160-0000, more particularly described and depicted in Exhibit "A" hereto.

5. City, after public hearings and environmental analysis, has granted the following entitlements for the Subject Property:

a. By Resolution No. 4838, adopted October 10, 1995, the City of Folsom adopted the Broadstone Unit No. 3 Specific Plan

b. By Resolution 7696, adopted October 25, 2005, amended the land use designations in the General Plan and Specific Plan for the Subject Property and adjacent properties from Industrial Office Park (IND) classification to Community Commercial (CC) for 59.83 acres and Multi-Family Medium Density (MMD) for 14 acres.

c. On November 17, 2021, the City Planning Commission approved a Tentative Parcel Map for 1565 Cavitt Drive to subdivide an existing vacant property of approximately 37.2-acres in size into two individual parcels - Parcel No. 072-0270-159-0000 and Parcel No. 072-0270-160-0000.

d. On November 20, 2024, the City Planning Commission approved a Vesting Tentative Parcel Map to subdivide Parcel No. 072-0270-160-0000 into three parcels and a Planned Development Permit for development of a 200,840-square-foot office complex (Broadstone Crossing Phase II) on an 18.7-acre site located at the northeast corner of the intersection of East Bidwell Street and Iron Point Road. The Vesting Tentative Parcel Map subdivided the 18.7-acre project site (Parcel No. 072-0270-160-0000) into three (3) individual parcels for development of office uses. The Planned Development Permit allows for development of the 200,840-square-foot office complex including three (3) individual buildings that range in size from 45,500 square feet to 106,500 square feet, related site improvements, and a Master Sign Program.

e. The Conditions of Approval for the Vesting Tentative Map and Planned Development Permit attached hereto as Exhibit "D" and approved by the Planning Commission on November 20, 2024, authorized Developer to enter into a Development Agreement with City for the fulfillment of Conditions 42 and 43 related to transportation abatements to improve traffic circulation and access on East Bidwell Street and Iron Point Road and related intersections.

f. Condition No. 42 stated that, in accordance with the Broadstone Crossing Phase II Transportation Impact Study ("TIS") dated November 12, 2024, prepared by T. Kear Transportation Planning & Management, Inc. and based on the recommendations of the City Engineer, Developer is responsible for the traffic, access, signal coordination, and circulation measures set forth in the TIS to the satisfaction of the Community Development Department and that the project shall be responsible for the geometric and signal timing improvements described in Abatements 1 and 2 in Section 7 of the TIS to address level-of-service and queueing deficiencies relative to General Plan policies. This work may be done as part of the Project, or the improvement work may be paid for by Developer and included as part of a development agreement.

g. Condition No. 43 stated that Developer shall execute a development agreement with City for a pedestrian overcrossing across East Bidwell Street located between Wellspring Drive and Iron Point Road prior to the issuance of the first building permit for the Project based on the Project's fair share contribution that includes the following commitments from Developer: payment for the design; payment for environmental review covering both the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA"); and dedication of land necessary for a pedestrian overcrossing across East Bidwell from the project site to the Palladio. Developer's contribution to the pedestrian bridge, including dedication as described in the preceding sentence, shall not exceed $2.5 million.

h. By Ordinance No. 1354, effective _____, authorized City to enter into this Agreement with Developer.

6. In support of the entitlements described in paragraph 5 above, and in reliance upon the Environmental Impact Report ("EIR") for the Broadstone Unit No. 3 Specific Plan as well as Addendum to that EIR for the land use change and separate EIR for the General Plan, City completed review of the potential environmental effects of the Project and found that the Project was exempt from environmental review under CEQA Guidelines section 15183 (projects consistent with a community plan or zoning).

7. Development of the Subject Property pursuant to the terms and conditions of the various entitlements and the CEQA exemption will provide for orderly growth and development consistent with the City's General Plan and other development policies and programs.

8. On August 20, 2025, the City Planning Commission designated by City as the planning agency for purposes of Development Agreement review pursuant to Government Code section 65867, held a duly noticed public hearing and considered this Agreement.

9. On August 26, 2025, the City Council held a duly noticed public hearing and considered approval of this Agreement.

10. City and Developer have taken all actions mandated by and fulfilled all requirements set forth in Resolution No. 2370, a Resolution Establishing Procedures and Requirements for Development Agreements.

11. Having duly considered this Agreement and having held the noticed public hearings, City finds and declares that the provisions of this Agreement are consistent with the maps and text of the City's General Plan and the conditions of approval of the Broadstone Crossing Phase II Vesting Tentative Parcel Map and PD Permit.

NOW, THEREFORE, the parties hereto agree as follows:

ARTICLE 1

GENERAL PROVISIONS

1.1 The Project. The Project is the office/commercial development and use of the Subject Property in accordance with the Planning Documents as described below in Section 1.4(j).

1.2 Subject Property. The Subject Property consists of approximately eighteen and seven tenths (18.7) acres identified as Assessor Parcel No. 072-0270-160-0000 and more specifically described in Exhibit "A" which is incorporated herein and made a part of this Agreement.

1.3 Definitions. As used in this Agreement, the following terms, phrases, and words shall have the meanings and be interpreted as set forth in this section:

(a) "Adopting Ordinance" means Ordinance No. 1354 of the Folsom City Council approving this Agreement.

(b) "City Council" means the City Council of the City of Folsom.

(c) "CEQA" means the California Environmental Quality Act, section 21000 et seq. of the Public Resources Code of the State of California, and the CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations, section 15000 et seq.

(d) "Collective Standards" means this Development Agreement, the Planning Documents, and the Existing Land Use Regulations.

(e) "Developer" means Broadstone Crossing Phase II LLC, a California limited liability company and Elliott Homes, Inc., an Arizona corporation.

(f) "Director" means Director of the Community Development Department or the Director of the Public Works Department of the City of Folsom.

(g) "Effective Date" means the effective date of the Adopting Ordinance referenced in Recital 5(h) and Section 1.3(a) above.

(h) "Existing Land Use Regulations" means the ordinances, resolutions, regulations, rules, policies, standards, and specifications adopted by the City Council of the City of Folsom in effect and applicable to the Subject Property on the Effective Date, including without limitation, those that govern land uses, the density and intensity of use, the timing and phases of development, and the PD Permit and Guidelines applicable to the development of the Subject Property, including but not limited to the Broadstone Unit No. 3 Specific Plan as amended, the General Plan, and the Folsom Municipal Code. Existing Land Use Regulations do not include uniform codes (e.g., building codes, plumbing code, electrical code, etc.) or design and/or construction requirements for public improvements or improvements to be acquired by a public entity, except where such requirements are explicitly addressed by the Vesting Tentative Parcel Map and PD Permit.

(i) "General Plan" means the General Plan of the City of Folsom, including the text and maps, as amended in connection with the Project.

(j) "Landowner" is a party who has acquired or has ground-leased for a term of at least twenty-five (25) years, any portion of the Subject Property and including all successors, transferees, or assigns thereof who, unless otherwise released as provided in this Agreement, shall be subject to the applicable provisions of this Agreement.

(k) "Planning Documents" means, and shall be limited to, those approvals, entitlements, and documents referred to in Recitals 5(a) to 5(h), inclusive, and any exhibits to those documents.

(l) "Public Improvements" mean the transportation infrastructure improvements set forth in Section 7.0 of the Transportation Impact Study (TIS) in Exhibit "E" required as a condition of approval of development of the Subject Property as provided for in the provisions of this Agreement, including all other incorporated exhibits. The Pedestrian Overcrossing is a Public Improvement under this Agreement but referred to separately herein where such obligations may differ from the other Public Improvements covered by this Agreement.

(m) "Reserved Powers" shall mean those powers not explicitly provided for or relinquished in this Agreement.

(n) "Subject Property" means the property described in Section 1.2 and on Exhibit "A."

1.4 Exhibits. Exhibits to this Agreement are as follows:

Exhibit "A"	Subject Property
Exhibit "B"	Intentionally Deleted
Exhibit "C"	Preliminary Area for Pedestrian Overcrossing
Exhibit "D"	Conditions of Approval
Exhibit "E"	Transportation Impact Study
Exhibit "F"	Assumption Agreement
Exhibit "G"	Estimated Costs of Public Improvements excluding Pedestrian Overcrossing
Exhibit "H"	Parcels Potentially Subject to Fair Share Contribution

The above-referenced exhibits are hereby incorporated into this Agreement.

1.5 Incorporation of Recitals. Recitals 1 through 11 are incorporated herein, including all exhibits referred to in said Recitals. In the event of inconsistency between the Recitals and the provisions of Articles 1 through 3, the provisions of Articles 1 through 3 shall prevail.

1.6 Parties to Agreement. The parties to this Agreement are:

(a) The City of Folsom. City is a municipal corporation exercising general governmental functions and power. The principal office of the City is located at 50 Natoma Street, Folsom, California 95630.

(b) Developer. Developer holds ownership interests in the Subject Property. Developer's office for the purpose of this Agreement is Broadstone Crossing Phase II, LLC, c/o Elliott Homes, Inc., 340 Palladio Parkway, Suite 521, Folsom, California 95630.

(c) Landowner. From time to time, as provided in this Agreement, Developer may sell or otherwise lawfully dispose of a portion of the Subject Property to a Landowner who shall be subject to the applicable provisions of this Agreement related to such portion of the Subject Property.

1.7 Public Improvements and Pedestrian Overcrossing are Public Projects. It is agreed among the parties that the Public Improvements and Pedestrian Overcrossing addressed in this Agreement are public projects as defined under California Public Contract Code Section 22002 *et seq*. and are therefore subject to the requirement to pay prevailing wages.

1.8 Term of Agreement. This Agreement shall commence upon the Effective Date of the Adopting Ordinance approving this Agreement and shall continue in force until ten (10) years from the Effective Date unless extended or terminated as provided herein. Following the expiration of the term or any extension thereof, or if sooner terminated, this Agreement shall have no force and effect, subject, however, to post-termination obligations of the parties and/or Landowner.

1.9 Consistency with General Plan. As set forth in greater detail in the Vesting Tentative Parcel Map and the PD Permit, the Planning Commission expressly found that the approvals of the Planning Documents described in Recital 5 above were consistent with the text and maps of the General Plan.

1.10 Priority of Enactment. In the event of conflict between this Agreement, the Planning Documents and the Existing Land Use Regulations, the parties agree that the following sequence of approvals establishes the relative priority of the approvals, each approval superior to the approvals listed thereafter: (1) the General Plan, as it existed on the Effective Date, (2) the Conditions of Approval as approved by the Planning Commission on November 20, 2024; (3) this Agreement; and (4) the Planning Documents, other than the General Plan.

1.11 Assignment and Assumption. Subject to the prior express consent of the City, which consent shall not be unreasonably withheld, conditioned, or delayed, this Agreement shall not prevent Developer from selling, assigning, or transferring this Agreement with all its right, title, and interest therein to any person, firm, or corporation at any time during the term of this Agreement, provided, however, that Developer provides City with a copy of the Assumption Agreement, within 30 business days after any such sale, assignment, or transfer as provided for in Section 1.15. Express written assumption by such purchaser, assignee, or transferee of the obligations and other terms and conditions of this Agreement with respect to the Subject Property or such portion thereof sold, assigned, or transferred, shall relieve Developer selling, assigning, or transferring such interest of such obligations so expressly assumed. The form of the Assumption Agreement is attached hereto as Exhibit "F" and incorporated herein by this reference, or such other form as shall be approved by the City Attorney.

1.12 Covenants Running with the Land. The conditions and covenants set forth in this Agreement and incorporated herein by exhibits shall run with the land and the benefits and burdens shall bind and inure to the benefit of the parties and the parties' successors, transferees, or assigns. Each and every purchaser, assignee, or transferee of an interest in the Subject Property, or any portion thereof, shall be obligated and bound by the terms and conditions of this Agreement, and shall be the beneficiary and obligator thereof and a party thereto, but only with respect to the Subject Property, or such portion thereof, sold, assigned, or transferred to it. Any such purchaser, assignee, or transferee shall observe and fully perform all of the duties and obligations of Developer contained in this Agreement, as such duties and obligations pertain to the portion of the Subject Property sold, assigned, or transferred to it.

1.13 Amendment to Agreement (Developer and City). This Agreement may be amended by mutual consent of the parties in writing, in accordance with the provisions of Government Code section 65868. A noticed public hearing shall be required for any amendment to this Agreement.

1.14 Amendment to Agreement (Landowner and City). This Agreement may also be amended, subject to the provisions of Government Code section 65868 and Section 1.13 above, between a Landowner who has acquired a portion of the Subject Property from Developer and City as to the portions of the Subject Property then owned by the Landowner. Any amendment entered into between the City and a Landowner shall require the signature of each Landowner of any portion of the Subject Property or

Developer to the extent the amendment modifies this Agreement as to that Landowner's or Developer's property.

1.15 Releases. Developer, and any subsequent Landowner, may free itself from further obligations relating to the sold, assigned, or transferred property, provided that:

(a) The City consents in writing prior to the proposed sale, assignment, or transfer pursuant to Section 1.11 above;

(b) The City Clerk receives a copy of the Assumption Agreement provided for in Section 1.12; and

(c) The buyer, assignee, or transferee expressly assumes the obligations under this Agreement pursuant to Section 1.12 contained hereinabove.

1.16 Modification of Planning Documents. Developer may apply, in writing, to modify the Planning Documents. Such modification may be processed without any amendment to this Agreement if City, in its sole discretion, determines that the requested modification (1) is consistent with this Agreement, (2) does not substantially alter the permitted uses or substantially increase the density or intensity of use, and (3) is consistent with the General Plan. If City determines that the requested modification is inconsistent with this Agreement, alters its term or substantially alters its uses, the modification will not be processed without processing a concurrent amendment to this Agreement.

1.17 Notices. Notices, demands, correspondence, and other communication to City and Developer shall be deemed given if dispatched by prepaid first-class mail to the principal offices of the parties as designated in Section 1.6. Notice to the City shall be to the attention of both the City Manager and the Director. Notices to subsequent Landowners shall be required to be given by the City only for those Landowners who have given the City written notice of their address for such notices. The parties hereto may, from time to time, advise the other of new addresses for such notices, demands, or correspondence.

1.18 Recordation of Agreement. The City Clerk of City shall, within ten (10) days after the effective date of the Adopting Ordinance, record this Agreement with the County Recorder, County of Sacramento.

1.19 Applicable Law. This Agreement shall be construed and enforced in accordance with the laws of the State of California and venue shall be in the Superior Court for the County of Sacramento. If any legal action is commenced by either party for breach of this Agreement or to test the validity hereof, or to enforce any provision, the prevailing party shall be entitled to reasonable attorneys' fees, court costs, expert witness fees, and such other costs as may be fixed by the court.

1.20 Severability. If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall be given effect to the fullest extent reasonably possible unless an essential purpose of this Agreement would be defeated by loss of the invalid or unenforceable provisions, in which case either party may terminate this Agreement by providing written notice thereof to the other party.

1.21 Third Party Legal Challenge. In the event any legal action or special or administrative proceeding is commenced by any person or entity (other than a party or a Landowner) challenging this Agreement or the Planning Documents, Developer and/or Landowner(s) shall indemnify, protect, defend, and hold City and any officers, employees, or agents thereof, harmless from all such claims, actions, suits, proceedings, or judgments against City, and any officers, employees, or agents thereof to attack, modify, set aside, void, annual, an approval of City, or any agency or instrumentality thereof advisory agency, appeal board, or legislative body, including actions approved by the voters of City, concerning the Agreement or the Planning Documents, including but not limited to payment of all costs and expenses incurred in the

defense of such lawsuit, including, but not limited to, attorneys' fees and expenses of litigation awarded to the prevailing party or parties in such litigation. Developer and/or Landowner shall not settle any lawsuit on grounds which include, but are not limited to, non-monetary relief without the consent of City. City shall not unreasonably withhold consent to settle. The provisions of this section shall extend beyond the termination or expiration of this Agreement.

1.22 Vested Rights of Developers. Developer shall have the vested right to develop the Subject Property in accordance with the Planning Documents and in conformity with the Existing Land Use Regulations in effect as of the Effective Date provided that Developer is not in default under this Agreement. To the fullest extent allowed by law, any change in, or addition to, the Existing Land Use Regulations including, without limitation, any change in the Applicable General Plan, City Code, or other rules and policies adopted or becoming effective after the Effective Date, including, without limitation, any such change by ordinance, City Charter amendment, initiative, referendum (other than a referendum that specifically overturns the City's approval of the Project), resolution, policy, or moratorium, initiated or instituted for any reason whatsoever and adopted by the City Council, or by the electorate, as the case may be, which would, absent this Agreement, otherwise be applicable to the Project or Subject Property and which would conflict with or be more restrictive than, or impose obligations on the Project or Subject Property greater or more stringent than the Planning Documents, shall not be applied to the Project or Subject Property. The vested right to proceed with the Project shall be subject to any subsequent discretionary approvals required in order to complete the Project provided that any conditions, terms, restrictions, and requirements for such subsequent discretionary approvals shall not prevent development of the land for the uses and to the density or intensity of development or rate or timing of development set forth in this Agreement and the Planning Documents. Any and all tentative subdivision maps approved within the Project, including the Vesting Tentative Map referenced in the Planning Documents, shall have a term consistent with the remaining term of this Agreement as authorized by Government Code Section 66452.6(a)(1).

1.23 Reserved Powers. Notwithstanding any other provision of this Agreement, and without limitation as to any other exceptions contained in this Agreement, City shall retain the authority to take the following actions and apply the same to the Subject Property:

(a) Adopt and apply property transfer taxes and/or excise taxes.

(b) Adopt and apply utility charges.

(c) Adopt regulations to protect City and its citizens from an immediate risk to health and safety.

(d) Adopt rules and regulations that do not pertain to the development of the Subject Property.

(e) Other actions not inconsistent with the terms or provisions of this Agreement.

1.24 No Joint Venture or Partnership. City and Developer hereby renounce the existence of any form of joint venture or partnership between the City and Developer and agree that nothing contained herein or in any document executed in connection herewith shall be construed as creating a partnership, joint venture, or other legal entity between them.

1.25 Entire Agreement. This Agreement and the Exhibits hereto contain the complete, final, entire, and exclusive expression of the Agreement between the parties hereto and are intended by the parties to completely state the Agreement in full. Any agreement or representation respecting the matter dealt with herein, or the duties of any party related thereto, not expressly set forth in the Agreement shall be null and void.

ARTICLE 2

PUBLIC IMPROVEMENTS

2.1 Construction of Improvements. As provided in the Planning Documents and in Section 5 of the Recitals, Developer shall have the right to construct on the Subject Property up to a maximum of 200,840 square feet of commercial and professional office uses, including appurtenant surface parking and other ancillary uses, in accordance with and subject to the Collective Standards. In order to develop the site as set forth in the Planning Documents, Developer is required by City to fulfill the conditions of approval for the Project, including Conditions of Approval Nos. 42 and 43 as described below in subsections (a) and (b). The Public Improvements required in Conditions of Approval Nos. 42 and 43 are the following:

(a) Condition No. 42 requires Developer to be responsible for the traffic, access, signal coordination, and circulation measures set forth in the TIS to the satisfaction of the Community Development Department and that Subject Property shall be responsible for the geometric and signal timing improvements described in Abatements 1 and 2 in Section 7 of the TIS to address level-of-service and queueing deficiencies relative to General Plan policies. This work may be done as part of development of the Subject Property, or the improvement work may be completed by City and paid for by Developer and included as part of the development agreement.

(b) Condition No. 43 requires Developer to execute a development agreement with City for a pedestrian overcrossing across East Bidwell Street located between Wellspring Drive and Iron Point Road ("Pedestrian Overcrossing") prior to the issuance of the first building permit for the Subject Property based on the Subject Property's fair share contribution that includes the following commitments from Developer for an amount not to exceed $2.5 million:

(1) Payment for the design;

(2) Payment for environmental review covering both CEQA and NEPA; and

(3) Dedication of land reasonably necessary for the Pedestrian Overcrossing.

2.2 Required Public Improvements. The Public Improvements required by Condition No. 42 include those summarized below and described in more detail in Abatements 1 and 2 in Section 7 – Abatement Strategy of the TIS:

(a) Changes to lane striping at East Bidwell Street/Iron Point Road and East Bidwell Street/Placerville Road;

(b) Changes to lane striping at East Bidwell Street/Broadstone Pkwy;

(c) Minor extension of left turn pockets to prevent "secondary deficiencies" at East Bidwell Street/Scholar Way, East Bidwell Street/Power Center Drive, East Bidwell Street/Via Felice, and East Bidwell Street/Iron Point Road;

(d) Updated signal coordination along East Bidwell Street from Scholar Way to Placerville Road;

(e) Channelize the eastbound right-turn lane of eastbound Iron Point Road and add a second eastbound right turn lane with a receiving lane on southbound East Bidwell Street and move the bike lane accordingly as shown in Figure 14 of the TIS;

(f) Addition of a third northbound left turn lane on Iron Point Road as shown in Figure 14 of the TIS; and

(g) Where right of way dedication along the Project frontage is needed to deliver the Public Improvements (excluding the Pedestrian Overcrossing) required by Condition of Approval No. 42, it shall be dedicated to the City at no cost.

The Public Improvements listed above require additional work not yet described in detail to satisfy environmental clearance and permitting, utility relocation and installation, traffic operations and final design, right of way acquisition, funding use and constraints, coordination with other entities including Caltrans, and the City. The full extent and involvement of these items is not currently known. Developer understands and acknowledges this uncertainty and nonetheless agrees to fund such Public Improvements as described in this Agreement.

2.3 Required Pedestrian Overcrossing. Based on Condition No. 43, Developer must contribute its fair share toward the Pedestrian Overcrossing consistent with Section 2.6 of this Agreement.

2.4 Responsibility for Construction. As agreed to by Developer and City, the following Public Improvements are required to be built by each party listed below based on the schedule set forth in this Agreement.

(a) Developer agrees to furnish, construct, and install at its own expense the required improvements for the extension of the westbound left turn pocket on Iron Point Road to the Subject Property's Iron Point Road driveway and shall do so as part of a Deferred Improvement Agreement as required under Condition of Approval No. 16.

(b) Construction of all other Public Improvements described in Section 7.0 of the Abatement Strategy shall be the responsibility of City except that listed above in Section 2.4(a).

2.5 Funding Obligations for Roadway Public Improvements. With the exception of those Public Improvements identified in Section 2.4(a) and the Pedestrian Overcrossing, Developer's funding obligations for the cost of the Public Improvements summarized in Section 2.2, and described in more detail in Section 7.0 of the TIS (refer to Exhibit "E"), shall be as follows:

(a) Prior to issuance of the first vertical building permit for the Sutter Medical Office Building on the Subject Property, but no later than October 1, 2025, Developer shall deposit with City the amount of $1,445,000 from which City shall cover the costs of design, utility relocation, construction costs, and City-selected consultant to oversee and manage Public Improvements covered under Section 2.2(a) through (g).

(b) City shall provide Developer written monthly invoices identifying costs reimbursed from the advanced deposit and providing backup documentation as necessary to allow Developer to verify costs.

(c) In the event that the advanced deposit in Section 2.5(a) and any and all additional fair share contributions under Section 2.5(d) fall below $150,000, Developer shall deposit with City an additional amount of $2,155,000 within thirty (30) days of written notice from City. The total cost of the Public Improvements identified in Section 2.2(a) through (g) is estimated to be $3,600,000 as identified in Exhibit "G". In the event that actual costs exceed this amount, Developer shall reimburse City for the costs within thirty (30) days of receipt of a written invoice from City.

(d) Developer and City agree that the Public Improvements addressed in this Section 2.5 may abate level of service deficiencies for additional developable real property as identified in Exhibit "H." To the extent that an environmental report prepared consistent with the California Environmental Quality Act or a traffic study

concludes that the Public Improvements addressed in this Section 2.5 abate level of service deficiencies for any project on real property identified in Exhibit "H," to the fullest extent allowed by law, City shall use best efforts to require any such project to contribute its fair share toward the Public Improvements addressed in this Section 2.5. Such fair share contribution shall be calculated utilizing an objective formula based on the anticipated daily trips for the Subject Property and anticipated daily trips for the additional project(s). To the extent City has collected such fair share contributions, any and all such fair share contributions shall be applied to the cost of the Public Improvements covered under this Section 2.5 before additional payment is required from Developer under Section 2.5(c). If no such fair share contributions have been collected by City, Developer shall make the additional deposit as required by Section 2.5(c) and will then be reimbursed upon City's collection of any such fair share contributions.

(e) Within ninety (90) days of completion of the Public Improvements addressed in this Section 2.5, City shall refund Developer any excess funds from the funds Developer advanced under Section 2.5(a) and any excess funds from any and all fair share contributions under Section 2.5(c). In the event a fair share contribution toward the improvements covered under this Section 2.5 is received after completion, City shall reimburse Developer within thirty (30) days of receipt of the fair share contribution. Completion of the improvements shall not relieve City of its obligation to impose and collect fair share contributions for any project identified in Exhibit "H" and reimburse Developer the fair share contribution(s) collected. Under no circumstances shall City retain any funds advanced by Developer or any fair share contributions under Section 2.5(c) for any costs other than those identified in Section 2.5(a). The provisions of this section shall extend beyond the termination or expiration of this Agreement.

(f) Developer's contributions under this Section 2.5 shall be deemed to fully comply with Condition of Approval 42 and the abatements identified in Section 7.0 of the TIS. Developer shall not be required to make any contribution for the Public Improvements required under Condition of Approval 42 that exceeds the terms of this Section 2.5.

2.6 Funding Obligations for Pedestrian Overcrossing. Consistent with Condition of Approval 43, Developer's obligation to contribute its fair share toward the Pedestrian Overcrossing shall be as follows:

(a) The Preliminary Area for the Pedestrian Overcrossing based on preliminary design is depicted in Exhibit "C". In developing the final design for the Pedestrian Overcrossing, Developer and City shall meet and confer to discuss the design and location of the Pedestrian Overcrossing and, if the design of the Pedestrian Overcrossing is anticipated to terminate at the Subject Property or other property owned by Developer, City and Developer shall ensure that such design does not negatively impact Developer's improvements on the Subject Property or other property owned by Developer and Developer shall approve the design as it relates to the Subject Property or other property owned by Developer, which approval shall not be unreasonably withheld. If the final design exceeds the area depicted on Exhibit "C", it is presumed to negatively impact Developer's improvements and Developer shall have no obligation to approve a design that exceeds the area depicted in Exhibit "C".

(b) After Developer approval of final design as it relates to the Subject Property, Developer shall provide an irrevocable offer of dedication, as that term is used in Chapter 16.32 of the Folsom Municipal Code and Section 66475 of the Government Code, for such real property as reasonably necessary to accommodate footings and/or foundations for the Pedestrian Overcrossing. The fair market price for the dedicated land shall be determined by an independent third-party appraiser mutually selected by City and Developer and such fair market price shall be credited against Developer's maximum contribution for the Pedestrian Overcrossing. In the event the fair market price exceeds $2,500,000, Developer shall not be obligated to make any further contribution toward the Pedestrian Overcrossing.

(c) Upon City issuance of a Request for Proposals for design, engineering services, and environmental clearance, the Developer shall within thirty (30) days of written notice from City advance $1,000,000 to the City to cover the cost of these services and staff time. If the amount of funds falls below $150,000, Developer shall deposit with the City the remaining amount of $1,500,000 minus the fair market value of the dedicated real property and cost of the third-party appraiser under Section 2.6(b) within thirty (30) days of written notice from City. In no event shall Developer be required to contribute more than $2,500,000 for the Pedestrian Overcrossing, inclusive of the value of real property dedicated for the Pedestrian Overcrossing and the cost of appraisal for such real property. City shall be solely responsible for all maintenance and repairs of the Pedestrian Overcrossing.

(d) City shall utilize the funds advanced under Section 2.6(c) solely for the costs of the Pedestrian Overcrossing incurred for the design, environmental review under CEQA and NEPA, and construction. If the costs of the design, environmental review, and construction are less than the costs advanced under Section 2.6(c), City shall reimburse Developer any remaining funds within thirty (30) days of the last City approval or acceptance required for the design, environmental review, and construction of the Pedestrian Overcrossing. Developer's reimbursement rights pursuant to this Section 2.6(d) shall survive the termination of this Agreement pursuant to Section 3.7 below.

(e) Developer's compliance with this Section 2.6 shall be deemed to fully comply with Condition of Approval 43 and Developer shall not be required directly or indirectly to make any contribution for the Pedestrian Overcrossing that exceeds the terms of this Section 2.6.

2.7 **Cost Estimates**. Developer has caused completion of and provided to City cost estimates for all of the required Public Improvements in Section 7.0 of the TIS excluding the Pedestrian Overcrossing and those improvements to be undertaken by Developer (refer to Section 2.4(a)). City has reviewed and accepted those conceptual costs in determining initial contributions provided for in this Agreement as shown in Exhibit "G".

2.8 **Schedule**. City shall complete construction of all Public Improvements described in Section 2.4(b), with the exception of the Pedestrian Overcrossing, within five (5) years of the Effective Date unless prevented by delays unavoidably caused by other governmental authorities, right of way acquisition, environmental clearance and compliance, or utilities ("Governmental Delay"). The occurrence of a Governmental Delay shall only extend the time within which City must complete construction for a period equal to the period of delay caused by the Governmental Delay plus reasonable post-Governmental Delay mobilization timeframes.

2.9 **No Liability of Developer**. By funding the Public Improvements described in Section 2.4(b) and the Pedestrian Overcrossing as described herein, Developer shall not be held responsible or liable to City, its employees, contractors, or consultants, or any other third party in any way for any claims related to or arising out of the design, construction, maintenance, or use of the Public Improvements described in Section 2.4(b) or the Pedestrian Overcrossing.

ARTICLE 3

DEFAULT AND TERMINATION

3.1 Default-General Provisions. Subject to extensions of time by mutual consent in writing, material failure or material delay by any party or Landowner not released from this Agreement to perform any term or provision of this Agreement shall constitute a default. In the event of alleged material default or material breach of any terms or conditions of this Agreement, the party alleging such default or breach shall give the other party or Landowner not less than sixty (60) days' notice in writing specifying the nature of the alleged default and the manner in which said default may be cured. During any such sixty (60) day period, the party or Landowner charged shall not be considered in default for purposes of termination or institution of legal proceedings.

After notice and expiration of the sixty (60) day period, if such default has not been cured or is not being diligently cured in the manner set forth in the notice, the other party or Landowner to this Agreement may, at its option, institute legal proceedings pursuant to this Agreement or give notice of its intent to terminate this Agreement pursuant to California Government Code section 65868 and any regulations of City implementing said Government Code section as well as Section 3.6 of this Agreement. Following notice of intent to terminate, the matter shall be scheduled for consideration and review by City within sixty (60) calendar days in the manner set forth in Government Code sections 65865, 65867 and 65868 and City regulations implementing said sections.

Following consideration of the evidence presented in said review before City, any party alleging the default by the other party or Landowner may give written notice of termination of this Agreement to the other party, provided, however, a Landowner may only give such notice with respect to such portion of the Subject Property in which Landowner owns an interest.

Evidence of default may also arise in the course of a regularly scheduled periodic review of this Agreement pursuant to Government Code section 65865.1. If any party or Landowner determines that a party or Landowner is in material default following the completion of the normally scheduled periodic review, said party or Landowner may give written notice of default of this Agreement specifying in said notice the alleged nature of the default and potential actions to cure said default where appropriate, and shall specify a reasonable period of time in which such alleged default is to be cured. If the alleged default is not cured in sixty (60) days or within such longer period specified in the notice, or the defaulting party or Landowner waives its right to cure such alleged default, this Agreement may be terminated by City as to Developer or Landowner and the property in which Developer or Landowner owns an interest.

3.2 Default by Developer/Withholding of Building Permit. City has the right an may, at its discretion, stop and discontinue any work with respect to the Public Improvements and/or the Pedestrian Overcrossing, and refuse to issue a building permit for any structure within the geographical confines of the Subject Property, as the same is defined at the time of said application, if Developer or Landowner thereof has materially failed and refused to complete any requirement applicable to said building permits or this Agreement. Written notice of such material failure shall be provided to Developer or Landowner. This remedy shall be in addition to any other remedies provided for by this Agreement or by law for the purpose of this Agreement. Failure by Developer or Landowner to reserve or dedicate any property pursuant to the Collective Standards, or to pay fees, charges, and reimbursements as they become due under the Collective Standards, shall constitute a separate material default by Developer and/or Landowner.

3.3 Developer Default Limited to Property/Entity; Separate Obligations of Owners. No default hereunder in performance of a covenant or obligation with respect to a particular portion of the Subject Property shall constitute a default applicable to any other portion of the Subject Property not owned by the defaulting party, and any remedy arising by reason of such default shall be applicable solely to the portion of property where the default has occurred and any other portions of the Subject Property owned by

the defaulting party. Similarly, the obligations of Developer and Landowner shall be several and no default hereunder in performance of a covenant or obligation by any one of them shall constitute a default applicable to any other owner who is not affiliated with such defaulting owner, and any remedy arising by reason of such default shall be solely applicable to the defaulting owner and the portion of the Subject Property owned thereby.

3.4 Default by City. In the event City has materially failed to complete the Public Improvements addressed herein, or City otherwise defaults under the terms of this Agreement as provided for in Section 3.1, Developer or Landowner shall not be obligated to make any additional payments under this Agreement. Under no circumstances shall Developer's ability to proceed with development of the Subject Property, including receipt of all permits necessary for construction and occupancy, be delayed or withheld due to City's unreasonable delay in completing the Public Improvements or Pedestrian Overcrossing. It is acknowledged by the parties that City would not have entered into this Agreement if City were to be subject to or liable for damages – including monetary damages – under or with respect to this Agreement or the application thereof, or with respect to the Project. Developer, for itself and its successors, transferees, assignees, and subsequent purchasers of the Subject Property, including but not limited to the Landowner, expressly waives the right to seek damages, including monetary damages, against the City or its officers, agents and employees, for any default or breach of this Agreement. The parties further acknowledge that damages are not a remedy under this Agreement and therefore, Developer, on behalf of itself and its successors, transferees, assignees, and subsequent purchasers of the Subject Property including but not limited to the Landowners covenants and agrees not to sue or claim any damages, including monetary damages, for any purported breach of this Agreement by City.

3.5 Cumulative Remedies of Parties. In addition to any other rights or remedies, and subject to Section 3.4 above, City, Developer and any Landowner may institute legal or equitable proceedings to cure, correct, or remedy any default, to specifically enforce any covenant or agreement herein (including, without limitation, the timely processing and approval of any City Approvals), to enjoin any threatened or attempted violation of the provisions of this Agreement or enforce by specific performance the obligations and right of the parties to this Agreement, or to obtain any other available remedy. Developer acknowledges that under the Development Agreement Statute, land use approvals (including development agreements) must be approved by the City Council and that under law, the City Council's discretion to vote in any particular way may not be constrained by contract, except as permitted in the Development Agreement Statute. Developer further acknowledges that as an instrument which must be approved by ordinance, a development agreement is subject to referendum; and that under law, the City Council's discretion to avoid a referendum by rescinding its approval of the underlying ordinance may not be constrained by contract, and Developer waives all claims for damages against the City and its officers, agents, and employees in this regard. Venue for all legal actions shall be in the Superior Court of the County of Sacramento, State of California.

3.6 Enforced Delay, Extension of Times of Performance. In addition to specific provisions of this Agreement, performance by any party or Landowner hereunder shall not be deemed to be in default where delays or defaults are due to war, insurrection, strikes, walkouts, riots, terrorist acts, vandalism, floods, earthquakes, fires, shortages or unavailability of materials, casualties, acts of God, governmental restrictions imposed or mandated by governmental entities other than City, enactment of conflicting state or federal laws or regulations, or new or supplementary environmental regulation enacted by the state or federal government or litigation. This Agreement shall be modified as mutually agreed upon by the Parties as needed to comply with conflicting state or federal law or regulations, however; the remaining portion of the Agreement not in conflict with said state or federal law or regulations shall remain in full force and effect.

3.7 Termination. This Agreement shall automatically terminate upon the expiration of the Term, or with respect to any parcel may be terminated at the election of Developer or Landowner, as the case may be, when receiving a Certificate of Occupancy or final inspection, whichever is applicable, for a building within a parcel, by giving written notice to City of its election to terminate this Agreement for such

parcel, provided that all improvements which are required to serve the parcel have been accepted by City and all other conditions of approval applicable to said parcel have been met, including but not limited to the funding obligations in Sections 2.5 and 2.6 of this Agreement. Upon termination of this Agreement, or within thirty (30) days of receipt of written notice of the election of Developer or Landowner to terminate as provided in this Section, City shall record a notice of such termination in a form satisfactory to the City Attorney that the Agreement has been terminated.

3.8 Effect of Termination on Developer Obligations. Termination of this Agreement as to Developer of the Subject Property or any portion thereof shall not affect any of Developer's obligations to comply with the City General Plan and the terms and conditions of any applicable zoning, or subdivision map or other land use entitlements approved with respect to the Subject Property nor shall it affect any other covenants or any other development requirements specified in this Agreement to continue after the termination of this Agreement, or obligations to pay assessments, liens, fees or taxes.

3.9 Effect of Termination on City. Upon any termination of this Agreement as to Developer of the Subject Property, or any portion thereof, the entitlements, conditions of development, limitations on fees, and all other terms and conditions of this Agreement shall no longer be vested hereby with respect to the property affected by such termination to the extent of vesting provided for in this Agreement (provided that the parties understand and agree that the vesting of such entitlements, conditions or fees may already have been established for such property pursuant to the then existing planning and zoning law or common law), and City shall no longer be limited, by this Agreement, to make any changes or modifications to such entitlements, conditions or fees applicable to such property.

3.10 Third Party Beneficiary. Except as expressly provided in this Agreement, no person or entity not a party to this Agreement may claim any benefit, or be deemed or adjudicated to be a third party beneficiary, under this Agreement.

[Signatures on Following Page]

IN WITNESS WHEREOF, this Agreement was executed by the parties thereto on the dates set forth below.

CITY OF FOLSOM,
a Municipal Corporation

Dated: _____, 2025

By: _____
Mayor

BROADSTONE CROSSING PHASE II, LLC, a California limited liability company

By: _____

Dated: _____, 2025

_____
PRINT NAME

ELLIOTT HOMES, INC., an Arizona Corporation

By: _____
Harry Elliott III

Dated: _____, 2025

Its: President

APPROVED AS TO CONTENT:

_____
City Manager

APPROVED AS TO FORM:

_____
City Attorney

ATTESTS:

_____
Finance Director

_____
City Clerk

_____
Director of Community Development

_____
Director of Public Works

NOTICE: SIGNATURE(S) ON BEHALF OF CONSULTANT MUST BE NOTARIZED.
A certificate of acknowledgment in accordance with the provisions of California Civil Code section 1189 must be attached for each person executing this agreement on behalf of consultant. This section provides, at part (b): "Any certificate of acknowledgment taken in another place shall be sufficient in this state if it is taken in accordance with the laws of the place where the acknowledgment is made."

LIST OF EXHIBITS

Exhibit "A"	Subject Property
Exhibit "B"	Intentionally Deleted
Exhibit "C"	Preliminary Area for Pedestrian Overcrossing
Exhibit "D"	Conditions of Approval
Exhibit "E"	Transportation Impact Study
Exhibit "F"	Assumption Agreement
Exhibit “G”	Estimated Costs of Public Improvements
Exhibit “H”	Parcels Potentially Subject to Fair Share Contribution

EXHIBIT "A"

SUBJECT PROPERTY

EXHIBIT "A"
LEGAL DESCRIPTION
PAGE 1 OF 1

All that certain real property situate in the City of Folsom, County of Sacramento, State of California, more particularly described as follows:

Parcel 2, as said parcel is shown and so designated on that certain Parcel Map entitled, "Broadstone Villas" filed in Book 247 of Parcel Maps, Page 10, Sacramento County Records.

EXHIBIT "B"

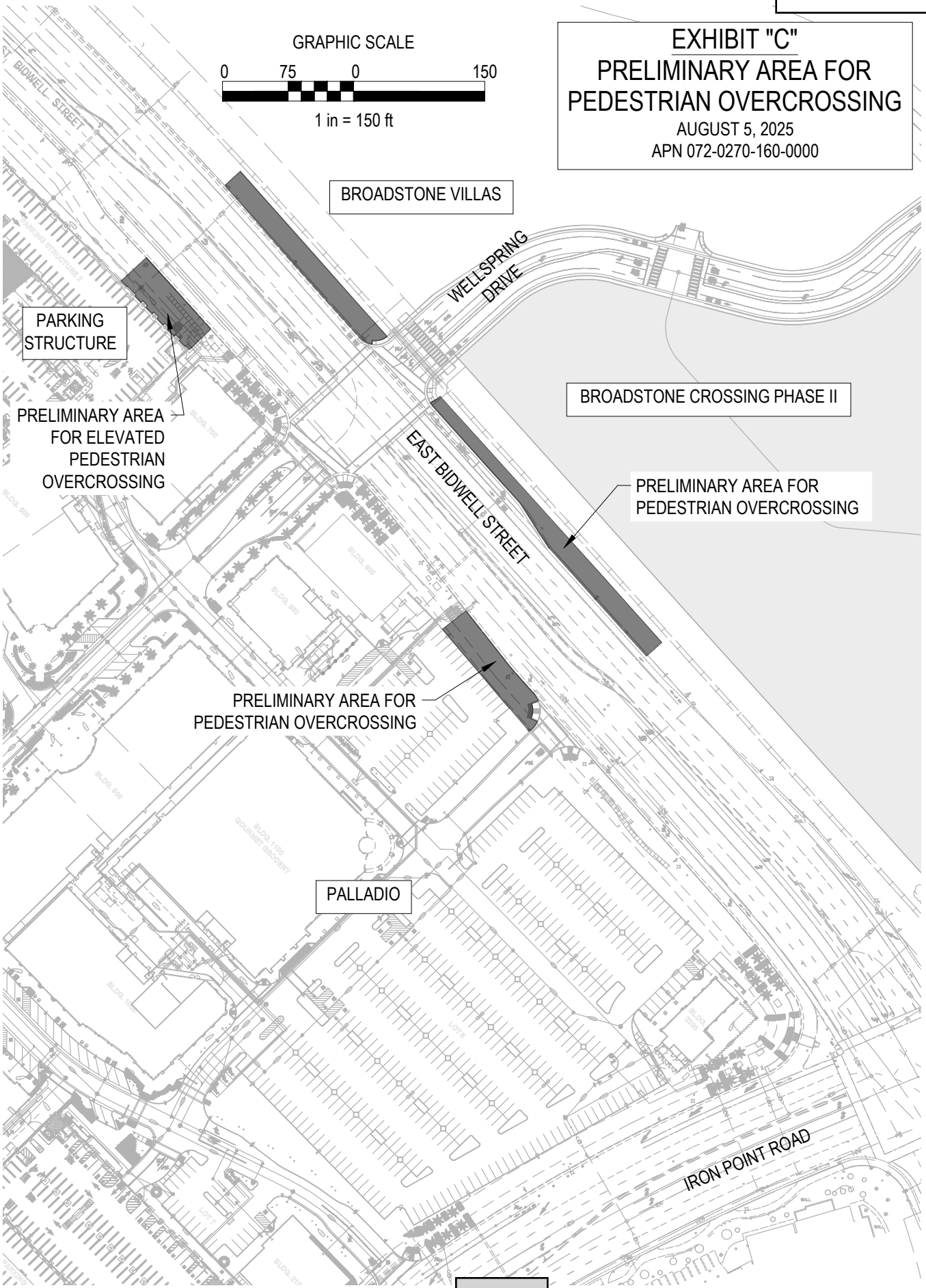
INTENTIONALLY DELETED

EXHIBIT "C"

PRELIMINARY AREA FOR PEDESTRIAN OVERCROSSING

EXHIBIT "C"
PRELIMINARY AREA FOR PEDESTRIAN OVERCROSSING

AUGUST 5, 2025
APN 072-0270-160-0000



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EXHIBIT "D"

CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL FOR THE BROADSTONE CROSSING PHASE II PROJECT (MSTR23-00143) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND IRON POINT ROAD VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		**Condition of Approval**	**When Required**	**Responsible Department**
		GENERAL REQUIREMENTS		
1.		***Final Development Plans and Recorded Map*** The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: 1. Vesting Tentative Parcel Map, dated September 8, 2023 2. Preliminary Site Plan, dated January 22, 2024 3. Preliminary Grading and Drainage Plan, dated January 22, 2024 4. Preliminary Utility Plan, dated January 22, 2024 5. Preliminary Landscape Plans, dated September 8, 2023 6. Preliminary Lighting Plan, dated January 22, 2024 7. Preliminary Access and Circulation Plan, dated January 22, 2024 8. Preliminary Phasing Plan, dated January 22, 2024 9. Building Elevations and Renderings, dated January 22, 2024 10. Floor and Roof Plans, dated January 22, 2024 11. Color and Materials Board, dated November 20, 2024 12. Master Sign Program, dated April 30, 2024 The Vesting Tentative Parcel Map and Planned Development Permit are approved for the development of a 200,840-square-foot office complex (Broadstone Crossing Phase II). Implementation of the project shall be consistent with the above-mentioned items and these conditions of approval.	G, I, M, B	CD (P)(E)
2.		***Community Development Department Subsequent Review*** Building plans, and all civil engineering, improvement, landscape, and irrigation plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	G, I, B	CD (P)(E)(B)

CONDITIONS OF APPROVAL FOR THE BROADSTONE CROSSING PHASE II PROJECT (MSTR23-00143) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND IRON POINT ROAD VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		**Condition of Approval**	**When Required**	**Responsible Department**
3.		***90-Day Protest Period*** The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions. The applicant is hereby notified that the 90-day protest period, commencing from the date of approval of the project, has begun. If the applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code Section 66020, the applicant will be legally barred from later challenging such exactions.	OG	CD (E)(P)
4.		***Validity*** The project approvals granted under this staff report (Vesting Tentative Parcel Map and Planned Development Permit) shall remain in effect for two years from the final date of approval (expiration date: November 20, 2026). If a building permit is not issued within the identified time frame and/or the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. An extension to the identified time frame may be granted by the Planning Commission. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, building permit, or other construction permit or entitlement required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the development contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the project approvals shall be tolled during the time that any litigation is pending, including any appeals.	OG	CD (P)

CONDITIONS OF APPROVAL FOR THE BROADSTONE CROSSING PHASE II PROJECT (MSTR23-00143) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND IRON POINT ROAD VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		**Condition of Approval**	**When Required**	**Responsible Department**
5.		***Indemnity for City*** The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. 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. The owner/applicant's obligations under this condition shall apply regardless of whether the site development proceeds and/or a Parcel Map is ultimately recorded with respect to this project.	OG	CD (E)(B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
6.		***Applicable Taxes, Fees, and Charges*** The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	OG	CD (P)(E)
7.		***Existing Assessments*** If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	OG	CD (E)

CONDITIONS OF APPROVAL FOR THE BROADSTONE CROSSING PHASE II PROJECT (MSTR23-00143) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND IRON POINT ROAD VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		**Condition of Approval**	**When Required**	**Responsible Department**
8.		***Use of Outside Legal Counsel and Consultants*** The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	OG	CD (P)(E)
9.		***Special Study Reimbursement*** 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 mapping documents, building plans, improvement plans, or beginning inspection, whichever is applicable.	G, I, M, B	CD (P)(E)
10.		***Development Impact Fees*** This project shall be subject to all applicable City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all applicable City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, Transportation Systems Management (TSM), capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (November 20, 2024). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B, M	CD (P), PW, PK

CONDITIONS OF APPROVAL FOR THE BROADSTONE CROSSING PHASE II PROJECT (MSTR23-00143) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND IRON POINT ROAD VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		**Condition of Approval**	**When Required**	**Responsible Department**
11.		***School District Fees*** The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
MAP REQUIREMENTS				
12.		***Landscaping and Public Utility Easements*** The owner/applicant shall dedicate a 20-foot Landscape Easement and 12.5-foot Public Utility Easement along the Cavitt Drive property frontage, a 30-foot Landscape Easement and 12.5-foot Public Utility Easement (overlapping) along the Iron Point Road and Kilrush Drive property frontage, and a 20-foot Landscape Easement and 15-foot Public Utility Easement (overlapping) along the western property boundary (East Bidwell Drive-facing) on the Parcel Map. Public Utility Easement width may be reduced with Public Utility company approval.	M	CD (E)
13.		***Reciprocal Easements*** The owner/applicant shall dedicate all reciprocal easements for reciprocal driveway access, parking, landscaping, lighting, drainage, sanitary sewer, trash/recycling, water, and fire protection systems on the Parcel Map.	M	CD (E)
14.		***Private Easements*** The owner/applicant shall dedicate private easements for utilities, drainage, water, and sanitary sewer on the Parcel Map.	M	CD (E)
15.		***Map Submittal Requirements*** Prior to recordation of the Parcel Map, the Parcel Map shall be submitted to the Community Development Department for review to ensure conformance with relevant codes, policies and other requirements of the Folsom Municipal Code.	M	CD (E)

CONDITIONS OF APPROVAL FOR THE BROADSTONE CROSSING PHASE II PROJECT (MSTR23-00143) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND IRON POINT ROAD VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		**Condition of Approval**	**When Required**	**Responsible Department**
16.		***Deferred Improvement Agreement*** Prior to the recording of the Parcel Map, the owner/applicant shall enter into a deferred improvement agreement with the City, identifying public improvements, if any, to be constructed with each phase. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)
17.		***School District*** Upon recordation of the Parcel Map, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Parcel Map.	I	CD (P)
18.		***Digital Copy of Recorded Map*** Upon recordation of the Parcel Map, the owner/applicant shall provide a digital copy of the recorded Final Map (in both PDF and AutoCAD format) to the Community Development Department.	M	CD (E)
SITE DEVELOPMENT REQUIREMENTS				
19.		***Geotechnical Report*** Prior to the issuance of any grading, improvement permit, and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design. The geotechnical report shall be inclusive of any proposed wall calculations. The report and calculations are subject to review and approval by the Community Development Department.	G, B	CD (E)
20.		***Compliance with Standard Specifications*** Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*.	I, B	CD (P)(E)
21.		***Improvement Plan Review*** The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	B	CD (E)

CONDITIONS OF APPROVAL FOR THE BROADSTONE CROSSING PHASE II PROJECT (MSTR23-00143) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND IRON POINT ROAD VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		**Condition of Approval**	**When Required**	**Responsible Department**
22.		***Replacement of Damaged Facilities*** The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	OG	CD (E)
23.		***Off-Site Improvements / Rights of Entry*** For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.	G, I	CD (E)
24.		***Reimbursement for Public Improvements*** Any reimbursement for public improvements constructed by the applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.	I	CD (E)
25.		***Retaining Walls and Seat Walls***. The final location, design, height, materials, and colors of all retaining walls and seat walls shall be subject to review and approval by the Community Development Department to ensure consistency with the Broadstone Unit No. 3 Specific Plan and the Broadstone Crossing II Planned Development Permit (MSTR23-00143).	G, I	CD (E)
26.		***State and Federal Permits*** The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE BROADSTONE CROSSING PHASE II PROJECT (MSTR23-00143) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND IRON POINT ROAD VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		**Condition of Approval**	**When Required**	**Responsible Department**
27.		***Required Improvements*** Required public and private improvements, including but not limited to street and frontage improvements on Kilrush Drive, East Bidwell Street, Cavitt Drive, and Iron Point Road, shall be completed to the satisfaction of the City of Folsom prior to the first issuance of a Certificate of Occupancy.	O	CD (E)
28.		***Vertical Curb*** All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical except as approved by the Community Development Department.	I	CD (P)(B)

ARCHITECTURE/SITE DESIGN REQUIREMENTS				
29.		***Architectural Requirements*** The project shall comply with the following architecture and design requirements: 1. This approval is for a three-story, 106,500-square foot medical office building (MOB) associated with the Broadstone Crossing Phase II project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated January 22, 2024. 2. The design, materials, and colors of the proposed three-story medical office building (MOB) shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles to the satisfaction of the Community Development Department. 4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features. 5. Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. Lighting shall be designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Lighting shall be equipped with a timer or photo condenser.	B	CD (P)

30.		***Subsequent Design Review*** The remaining 48,840 square foot and 45,500 square foot office buildings are required to obtain Design Review approval from the Planning Commission at a future date before building permits may be issued.	B	CD (P)
31.		***Signage Requirements*** A maximum of four monument signs are permitted for the project including one monument sign at the project entrance on Kilrush Drive, one monument sign at the project entrance on Iron Point Road, one at the northwest corner of East Bidwell Street and Iron Point Road, and one at the southeast corner of East Bidwell Street and Kilrush Drive. The final location, height, size, and design of the monument signs and the wall-mounted signs are subject to review and approval by the Community Development Department to ensure consistency with the requirements of the Uniform Sign Criteria, the Folsom Municipal Code (FMC, Section 17.59.040 D), and the Broadstone Crossing II Master Sign Program (MSTR23-00143). In addition, the owner/applicant shall obtain a sign permit prior to installation of any monument signs or wall-mounted signs.	B	CD (P)
32.		***Site and Building Lighting*** Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to free-standing parking area lights, landscape/walkway lights, and building-attached lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method.	I, B	CD (P)

LANDSCAPE REQUIREMENTS				
33.		***Landscaping Plans*** Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations, and restrictions pertaining to water conservation and outdoor landscaping. Landscaping shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Broadstone Crossing Phase II project.	I, OG	CD(P), PW
34.		***Landscape Maintenance*** The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	B, OG	CD (P)(E)

35.		***Tree Planting and Maintenance*** The final tree planting design shall incorporate appropriate species selection and placement to avoid infrastructure conflicts and monocultural issues to the satisfaction of the City Arborist. All irrigation and plant material shall be maintained in accordance with the approved as-built plans in perpetuity. Any requests by the property owner or manager to alter the approved landscape installation shall be subject to review and approval by the City Arborist.	I	CD (E)
36.		***Right of Way Landscaping*** Landscaping along all road rights of way shall be installed with the first phase of development if the project is developed in multiple phases to the satisfaction of the Community Development Department.	I, OG	CD (P), PW
37.		***Frontage Landscaping in JPA Corridor*** The project applicant shall be responsible for installation and maintenance of all frontage landscaping along the East Bidwell street frontage within the Joint Powers Authority (JPA) corridor.	O	PR, PW
		TRIBAL AND CULTURAL RESOURCES REQUIREMENTS		
38.		**Accidental Discovery of Cultural Resources** In the event that cultural resources are exposed during ground-disturbing activities, construction activities shall be halted within 100-feet of the discovery. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. If the resources cannot be avoided during the remainder of construction, an archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards, shall be retained to assess the resource and provide appropriate management recommendations. If the discovery proves to be CRHR- or NRHP-eligible, additional work, such as data recovery excavation, may be warranted and shall be discussed in consultation with the Lead Agency.	DC	CD (P)(E)

39.		**Accidental Discovery of Human Remains** Although considered highly unlikely, there is always the possibility that ground disturbing activities during construction may uncover previously unknown human remains. In the event of an accidental discovery or recognition of any human remains, Public Resource Code (PRC) Section 5097.98 must be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the following steps shall be taken: 1. There shall be no further excavation or disturbance of the specific location, or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in PRC Section 5097.98, or 2. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance: • The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission; • The descendent identified fails to make a recommendation; or The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.	DC	CD (P)(E)

40.		**Management of Tribal Cultural Resources** Should any indications of possible tribal cultural resources (TCRs), such as cultural features, unusual amounts of bone or shell, or cultural belongings be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) shall be notified immediately. The appropriate oversight agency(ies) shall retain a tribal representative or Tribal Historic Preservation Officer (THPO) who shall assess the significance of the find by evaluating the resource to determine if it is a TCR as defined in Section 21074 of the Public Resources Code. If the resource is a TCR as defined in state law, and it would be subject to disturbance or destruction, the City shall consult with the THPO or their designee to determine the appropriate treatment before resuming construction activities at the TCR.	DC	CD (P)(E)
		TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS		
41.		***Prepare Traffic Control Plan*** Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and sites and comply with requirements in encroachment permits issued by the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures: • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage and minimal disruption to the public. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted on the project site and will be updated on a monthly basis. ***[Modified by Planning Commission at hearing.]***	G, I	CD (E)

42.		***Access and Circulation*** In accordance with the Broadstone Crossing Phase II Transportation Impact Study (TIS) dated November 12, 2024, prepared by T. Kear Transportation Planning & Management, Inc. and based on the recommendations of the City Engineer, the applicant/owner shall be responsible for the traffic, access, signal coordination, and circulation measures set forth in the TIS to the satisfaction of the Community Development Department: • The project shall be responsible for the geometric and signal timing improvements described in Abatement #1 and #2 in Section 7 of the TIS to address level-of-service and queueing deficiencies relative to General Plan policies. This work may be done as part of the project, or the improvement work may be paid for by the applicant/owner and included as part of the development agreement identified in Condition No. 43.	B, O	CD (E)
43.		***Fair Share Contribution to Pedestrian Overcrossing*** The applicant/owner shall execute a development agreement with City for a pedestrian overcrossing across East Bidwell Street located between Kilrush Drive and Iron Point Road prior to the issuance of the first building permit for the project based on the project's fair share contribution that includes the following commitments from the applicant/owner: • Payment for the design, • Payment for environmental review covering both CEQA and NEPA • Dedication of land necessary for a pedestrian overcrossing across East Bidwell from the project site to the Palladio. • The total cost for the applicant/owner contribution to the pedestrian bridge shall not exceed $2.5 million.	B, O	CD (E)
44.		***Vehicle and Bicycle Parking*** A minimum of 804 on-site vehicle parking spaces shall be provided for the project. Accessible parking spaces shall be placed at the main entrance to each building. A minimum of 60 bicycle parking spaces shall be provided for the project.	B	CD (E)

45.		***Railroad Crossings*** The owner/applicant shall cooperate with the City to obtain written approval from the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA) for any proposed crossings within the existing JPA corridor which parallels East Bidwell Street. The owner/applicant shall provide written approval from the SPTC-JPA, and as required by the Public Utilities Commission (PUC) to the City prior to construction of any improvements within the JPA corridor.	I	CD (P)(E), PW
DRY UTILITY REQUIREMENTS				
46.		***Coordination with Utility Agencies*** The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	OG	PR, PW
47.		***Dry Utility Connections*** Future dry utility connection services (electrical, gas, telephone, etc.) for new buildings shall be placed underground at the project site.	B	CD (E)
48.		***Future Utility Lines*** All future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.	I, O	CD (E)

49.		***SMUD Requirements*** a. SMUD has existing overhead 69kV facilities along E Bidwell St that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation. b. SMUD has existing underground 12kV facilities on the Southeast corner of the project site that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation. c. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. d. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property. e. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal. f. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. g. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.). h. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can	G, I, B, O	CD (E)

		be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-andConstruction-Services. i. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD. j. The Applicant shall dedicate any private drive, ingress and egress easement, (and 10-feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads. k. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface. l. The Applicant shall disclose existing or proposed 69 kV electrical facilities to future and/or potential owners.		
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
50.		***Low Impact Development Controls*** This project is required to comply with the Sacramento Stormwater Quality Partnership's *2018 Stormwater Quality Design Manual*. The project will need to demonstrate compliance with respect to hydromodification management, peak flow attenuation, low impact development (LID) controls and treatment controls including full trash capture control.	OG	CD (E), PW
51.		***Litter Control*** During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	OG	CD (E)
52.		***Best Management Practices*** The storm drain swale or onsite improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board (RWQCB).	G, I	CD (E)

53.		***Erosion Control*** Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento *Erosion and Sedimentation Control Standards and Specifications* (current edition) and as directed by the Community Development Department.	G, I	CD (E)
54.		***Drainage Plans*** Prior to approval of improvement plans, the owner/applicant shall submit detailed drainage plans for evaluation by the City. Approved plans shall be implemented prior to project occupancy. The drainage plans shall include measures to minimize the total amount of additional surface runoff and to limit the flows released to off-site receiving waters to existing pre-development levels in accordance with the requirements of the City of Folsom Public Works Department.	G, I	CD (E)
55.		***Storm Water Pollution Prevention Plan*** Prior to issuance of grading permits, the owner/applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.	G, I	CD (E), PW
56.		***Modifications for Overland Release*** Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)

57.		***Sacramento-Yolo Mosquito & Vector Control District Requirements*** a. All stormwater and drainage features including but not limited to outfalls, catch basins, detention basins, and bioretention areas, shall be designed to be in compliance pursuant to the California Health and Safety Code (HSC 2060) to discourage or eliminate mosquito breeding". b. Ensure that any stormwater drainage features do not hold water for more than 72 hours and emergent vegetation is maintained to prevent mosquito breeding and harborage. (Please refer to the District's BMP manual SW-10). c. Construct shoreline perimeters of the planters as steep as possible to discourage dense plant growth. (Please refer to the District's BMP manual SW-1). d. Ensure that District staff have complete unobstructed access to conduct mosquito control activities in Broadstone Crossing Phase II and to all stormwater, bio-retention, and water quality planters.	B, OG	CD (E)
ENVIRONMENTAL AND WATER RESOURCE REQUIREMENTS				
58.		***Water Conservation*** The owner/applicant shall be subject to all requirements established by Folsom Municipal Code (FMC, Chapter 13.26, Water Conservation) relative to water conservation.	I, OG	CD (E), EWR
9.		***On-Site Water and Sewer*** The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom *Standard Construction Specifications*.	I	CD (E)
60.		***Water Meter Fixed Network System*** The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meters within the project.	I	CD (E), EWR

61.		***Water Service*** Each parcel shall have an independent water service which does not encroach into any other parcel and connects directly to the right-of-way. Prior to the issuance of building permits, any water service which encroaches into another parcel shall be relocated in accordance with the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*.	I,G,B	CD (E)
62.		***Water, Sewer, and Drainage Studies*** The owner/applicant shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements and quit claims, as necessary, in accordance with these studies and the current edition of the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*.	I	CD (E)
63.		***Water Service Connections*** Per City of Folsom Water Design Standards Section 16.4.O.2, a single water service connection from the distribution main shall be required to provide water service for each parcel. At the property line the single water service line for each parcel shall transition into a manifold for domestic, fire and landscape irrigation purposes (3 in total for the Broadstone Phase II Project). All domestic and irrigation points of connection shall be protected with a USC certified RPPA.	I,G,B	CD (E), EWR
64.		***Points of Connection*** If the proposed Medical Office Building is modified in the future to allow for overnight stays by patients, then a second point of connection will be required. In that event, then the second point of connection must either be located on Iron Point Road or on Kilrush Drive. The second point of connection will also be allowed to be placed within a Private Utility Easement and shall be clearly identified within the governing CCR's and subsequent mapping.	I,G,B	CD (E), EWR
65.		***Water Meters*** Water to the Office Building 1 and 2 shall have a meter bypass pipeline installed on the domestic water system in order to minimize water outages at each office building.	I,G,B	CD (E), EWR

66.		***Fire Water System*** The City will allow the 3 proposed parcels to share a fire water system. The fire system is required to be looped and have two separate points of connection and be recorded in a private utility easement and identified in the governing CCR's and subsequent mapping. All fire system points of connection shall be protected with USC certified RPDA's. Include in-line valves on the private fire system to provide isolation to the fire system in the event of a repair.	I,G,B	CD (E), EWR
67.		***Sewer Connections*** Per the City's Construction Specifications Section 18.7.F when sanitary sewer laterals are constructed as part of the new development improvements, a sewer service shall be constructed to each lot and shall not cross parcels. The City will allow a reduced requirement for this project through the use of a privately owned and maintained sewer later system. A single point of connection for all 3 parcels will be allowed at the corner of Iron Point Road and East Bidwell Street where there is an existing sewer stub. Any sewer service laterals that crosses another parcel shall be recorded within a private utility easement and shall be identified within the governing CCR's and subsequent mapping. All sewer that is publicly owned and maintained must be SDR-26 not SDR-35.	I,G,B	CD (E), EWR
68.		***Sewer Flushing Branch*** In place of a Sanitary Sewer Manhole (SSMH), the applicant shall install a sewer flushing branch at the property line.	I,G,B	CD (E), EWR
69.		***SacSewer Requirements*** Before the issuance of a building permit, the applicant/owner must contact the SacSewer/Regional San Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid before the issuance of building permits.	B	CD (B)(E)
AIR QUALITY REQUIREMENTS				
70.		***Air Quality Permit*** In compliance with Rule 201 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall verify with SMAQMD if a permit is required before equipment capable of releasing emissions to the atmosphere are used at the project site. The applicant/developer shall comply with the approved permit or provide evidence that a permit is not required.	G, I, B	CD (P)(E)(B)

71.		***Low VOC Architectural Coatings*** In compliance with Rule 442 of SMAQMD, the applicant/developer of the project shall use architectural coatings that comply with the volatile organic compound content limits specified in the general rule.	G, I, B	CD (P)(E)(B)
72.		***Dust Control*** Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.	G, I, B	CD (P)(E)(B)
73.		***Exposed Surfaces*** Paving shall be completed as soon as is practicable to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be revegetated to minimize the generation of dust.	G, I, B	CD (P)(E)(B)
74.		***Street Sweeping*** Street sweeping shall be conducted to control dust and dirt tracked from the project site onto any of the surrounding roadways. Construction equipment access shall be restricted to defined entry and exit points to control the amount of soil deposition.	G, I, B	CD (P)(E)(B)

75.		***Fugitive Dust Control*** Control of fugitive dust is required by District Rule 403 and enforced by SMAQMD staff. The owner/applicant shall implement the following measures as identified by the SMAQMD: • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.	G, I, B	CD (P)(E)(B)

HAZARDOUS MATERIALS REQUIREMENTS				
76.		***Contaminated Soil Discovery*** Discovery of unknown contaminated soils during construction. If during construction, currently unknown contaminated soils are discovered (i.e., discolored soils, odorous, other indications), construction within the area shall be halted, the extent and type of contamination shall be characterized, and a clean-up plan shall be prepared and executed. The plan shall require remediation of contaminated soils. The plan shall be subject to the review and approval of the Sacramento County Environmental Management Department (SCEMD), RWQCB, the City of Folsom, or other agencies, as appropriate. Remediation can include in-situ treatment, disposal at an approved landfill, or other disposal methods, as approved. Construction can proceed within the subject area upon approval of and in accordance with the plan.	G, I, B	CD (P)(E)(B)
77.		***Naturally Occurring Asbestos*** This project is located in a geologic unit within the boundaries of the City of Folsom, which is likely to contain naturally occurring asbestos. The owner/applicant shall be required to obtain approval from the Sacramento Metropolitan Air Quality Management District (SMAQMD) prior to approval of any grading and/or construction on the project site. The owner/applicant shall provide to the Community Development Department a copy of the written approval from SMAQMD prior to approval of grading and/or site improvement plans.	G, I, B	CD (P)(E)(B)
GREENHOUSE GAS EMISSIONS REQUIREMENTS				
78.		***CALGreen*** The project shall comply with California Green Building Standards Code (CALGreen)	B	CD (B)

WASTE MANAGEMENT AND RECYCLING				
79.		***Waste and Recycling Service Requirements*** Each owner of real property within the project site shall be responsible for all municipal service charges and for providing waste enclosures that meet standard specifications to the satisfaction of the City of Folsom Waste and Recycling Division. If a commercial center with multiple property owners has an owner's association or other single entity named in a publicly recorded document to be responsible for common services, then that entity shall be responsible for all municipal service charges including waste and recycling and shall be responsible for all compliance obligations of the owners, and shall be subject to enforcement actions relating to waste and recycling. If a single named entity is responsible for a commercial center, then waste enclosures meeting standard specifications may be shared within the center so long as adequate capacity as determined by the Waste and Recycling Division is provided for the combined properties.	OG	PW
80.		***Trash/Recycling*** The final location, orientation, design, materials, and colors of the trash, recycling, and organics enclosures are subject to review and approval by the Community Development Department and in accordance with FMC 8.32.	B	CD (P)
81.		***Enhanced Construction Waste Diversion*** In accordance with the City General Plan GHG Reduction Measure SW-1, the project shall divert to recycle or salvage a minimum 65% of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A5 (Residential) of the as outlined in the California Green Building Standards Code (CALGreen 2019).	B	CD (B), PW
NOISE REQUIREMENTS				
82.		***Noise Requirements (Construction and Operational)*** Compliance with Noise Control Ordinance and General Plan Noise Element shall be 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. Construction equipment shall be muffled and shrouded to minimize noise levels.	I, B	CD (P)(E)

FIRE DEPARTMENT REQUIREMENTS				
83.		***All-Weather Access, Fire Hydrants, Fire Protection Devices, and Addressing*** • Commercial Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the project is determined to be 750 GPM for three hours. The reduced fire-flow shall not be less than 1,000 GPM for commercial buildings with automatic sprinkler systems per Section 903.1.1 of the CFC, and shall not be less than 1,500 GPM for commercial buildings with automatic sprinkler systems per Section 903.3.1.2 of the CFC. • All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30. • The commercial buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal. • Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. • All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. The fire sprinkler riser location shall be inside a Fire Control Room (5' X 7' minimum) with a full-sized 3'-0" door. This room can be a shared with other building utilities. The room shall only be accessible from the exterior.	G, I, B	CD (P), FD
84.		***Illuminated Addresses*** The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.	I	FD

85.		***Fire Plan Review*** Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD
86.		***Fire Protection*** All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. off-site devices cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. The fire sprinkler riser location shall be inside a Fire Control Room (5' X 7' minimum) with a full-sized 3'-0" door. This room can be a shared with other building utilities. The room shall only be accessible from the exterior.	I, B	FD
87.		***Emergency Access*** All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on site. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30.	I	FD
		POLICE/SECURITY REQUIREMENT		
8.		***Police Requirements*** The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	G, I, B	PD

MISCELLANEOUS REQUIREMENTS				
89.		***Property Management Association*** The owner/applicant shall form a Property Management Association, which shall be responsible for maintenance of all private drives, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of private storm drain facilities, maintenance of water quality swales, maintenance of water quality ponds, maintenance of sanitary sewer improvements, and maintenance of any other on-site facilities throughout the life of the project to the satisfaction of the Community Development Department.	I, B, OG	CD (P)(E)
90.		***General Plan EIR Mitigation Measures*** The project shall be subject to the mitigation measures from the City's General Plan EIR as identified in the CEQA Guidelines Section 15183 Consistency Checklist for the project (Attachment 17).	I, G, B, O	CD (P)(E)

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		

EXHIBIT "E"

TRANSPORTATION IMPACT STUDY

P23290

Broadstone Crossing Phase II Transportation Impact Study, and Local Transportation Study

Folsom, California

Prepared for:

City of Folsom

Helix Environmental, Inc., and

Elliott Homes

Prepared By

T. KEAR
TRANSPORTATION PLANNING
& MANAGEMENT, INC.

Contact: Tom Kear PhD, PE,
tkear@tkearinc.com,
(916) 340-4811
www.tkearinc.com



Draft May 16, 2024
Revised Draft August 22, 2024
Final November 12, 2024

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REVISION HISTORY

Date	Title	Comment
May 16, 2024	Draft TIS	Deterministic LOS calculations
Aug 22, 2024	Revised Draft TIS	Microsimulation and emphasis on pedestrian crossings of East Bidwell Street
November 6, 8, and 12 2024	Final TIS	Reduced 2029 turning movement forecast to reflect control totals from revised travel demand model, and revised abatement strategy accordingly. Addressed typo and repositioned recommended Conditions of Approval in the document to the Executive Summary.

EXECUTIVE SUMMARY

This Transportation Impact Study (TIS) identifies anticipated deficiencies and impacts of the proposed Broadstone Crossing Phase II project (Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared on behalf of the City of Folsom, Helix Environmental Inc., and the Applicant (Elliott Homes). The City has provided extensive input on study assumptions, reviewed the resulting findings and abatement strategies, and had a third-party peer review of the study approach, assumptions, findings, abatements and recommended conditions of approval.

Project Description

The Project seeks a Tentative Parcel Map and Planned Development Permit for 94,340 square feet of business and professional office, and a 106,500 square foot medical office building. The business and professional office is split between two buildings (48,840 square feet and 45,500 square feet). The Project is located in the northeast quadrant of the East Bidwell Street and Iron Point Road intersection at 1565 Cavitt Drive on an 18.8-acre parcel (APN: 072-0270-160-000). The existing parcel will be split into three parcels with the Project, one for each building. Each parcel's parking supply will be independent of its neighbors, with a total of 858 parking spaces across the entirety of the Project. A vicinity map is provided as **Figure ES-1** and a preliminary site plan is provided as **Figure ES-2**.

Proposed access includes a full-service driveway from the extension of Kilrush Drive, and a right-in-right-out (RIRO) driveway at Iron Point Road. Frontage improvements on Iron Point Road are included to facilitate maintaining existing level-of-service at the East Bidwell Street/Iron Point Road intersection with the addition of anticipated Project traffic. Frontage improvements include (but are not limited to):

- A right-turn pocket on westbound Iron Point Road for the Project's RIRO driveway.
- A right-turn auxiliary lane/pocket on westbound Iron Point Road, between the Project's RIRO driveway and East Bidwell St.

These features are shown in the preliminary site plan provided by the applicant. Note that the site plan shows planned striping changes for the westbound approach to the East Bidwell St/Iron Point

Rd intersection to create a triple left. However, those changes have already been implemented by the City under a separate project and are incorporated into the Existing 2024 plus Abated Project scenarios and all Existing plus Planned and Approved Projects (EPAP) 2029 scenarios.

The Project is consistent with the underlying parcel's General Plan land use designation and zoning. The site is designated as "Community Commercial—East Bidwell Mixed-Use Overlay" by the General Plan and is zoned as C-2 (SP 95-1) (Central Business/Specific Plan-Broadstone). The business and professional office, and medical office, are allowed uses under existing zoning. Where a project is consistent with the General Plan and zoning, cumulative analysis is addressed by the General Plan cumulative transportation analysis. Accordingly, this scope of work only considers Existing 2024 and Existing plus Planned and Approved projects 2029 scenarios with and without the Project/Abated Project.

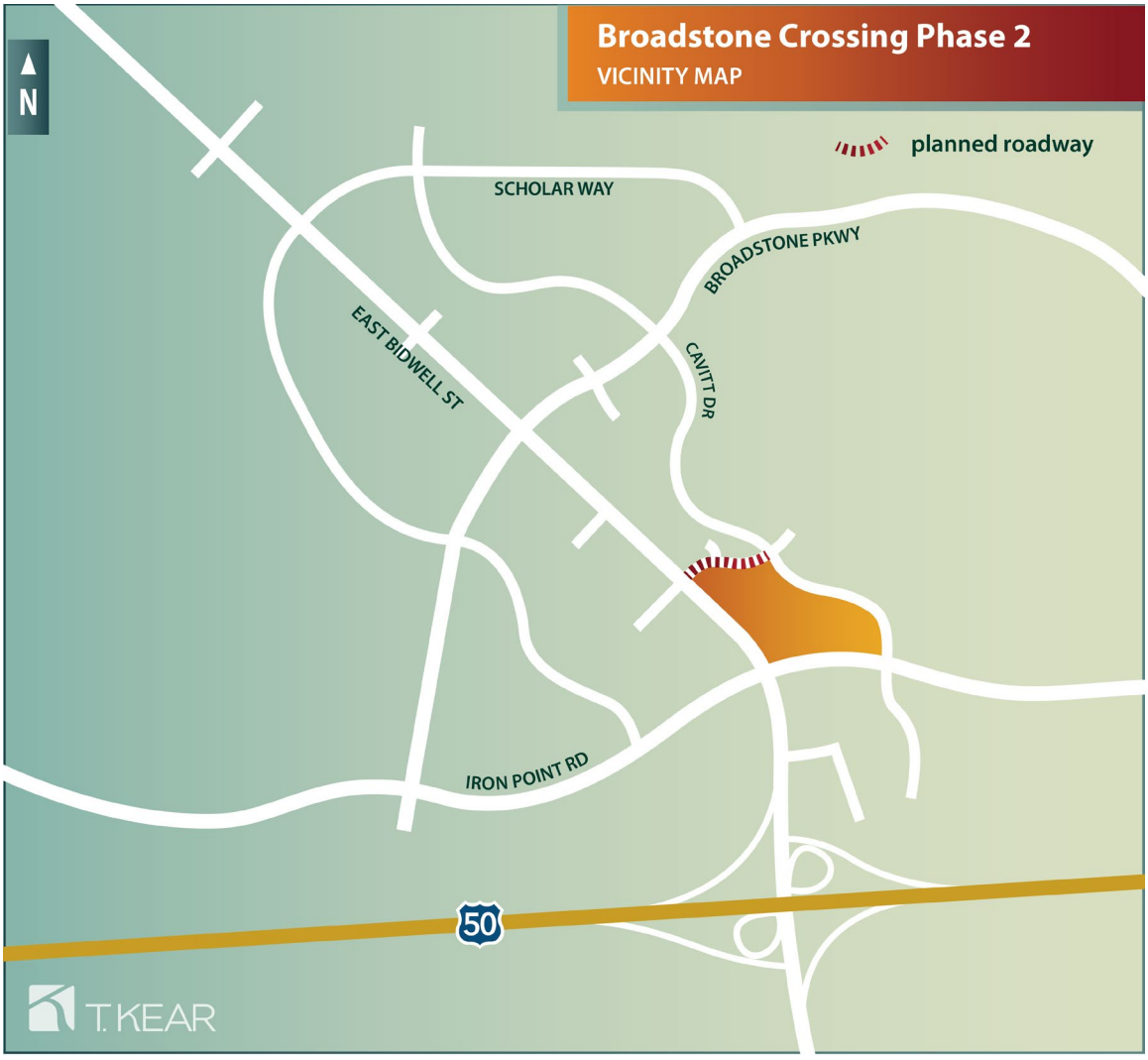


Figure ES-1. Broadstone Crossing Phase II vicinity map

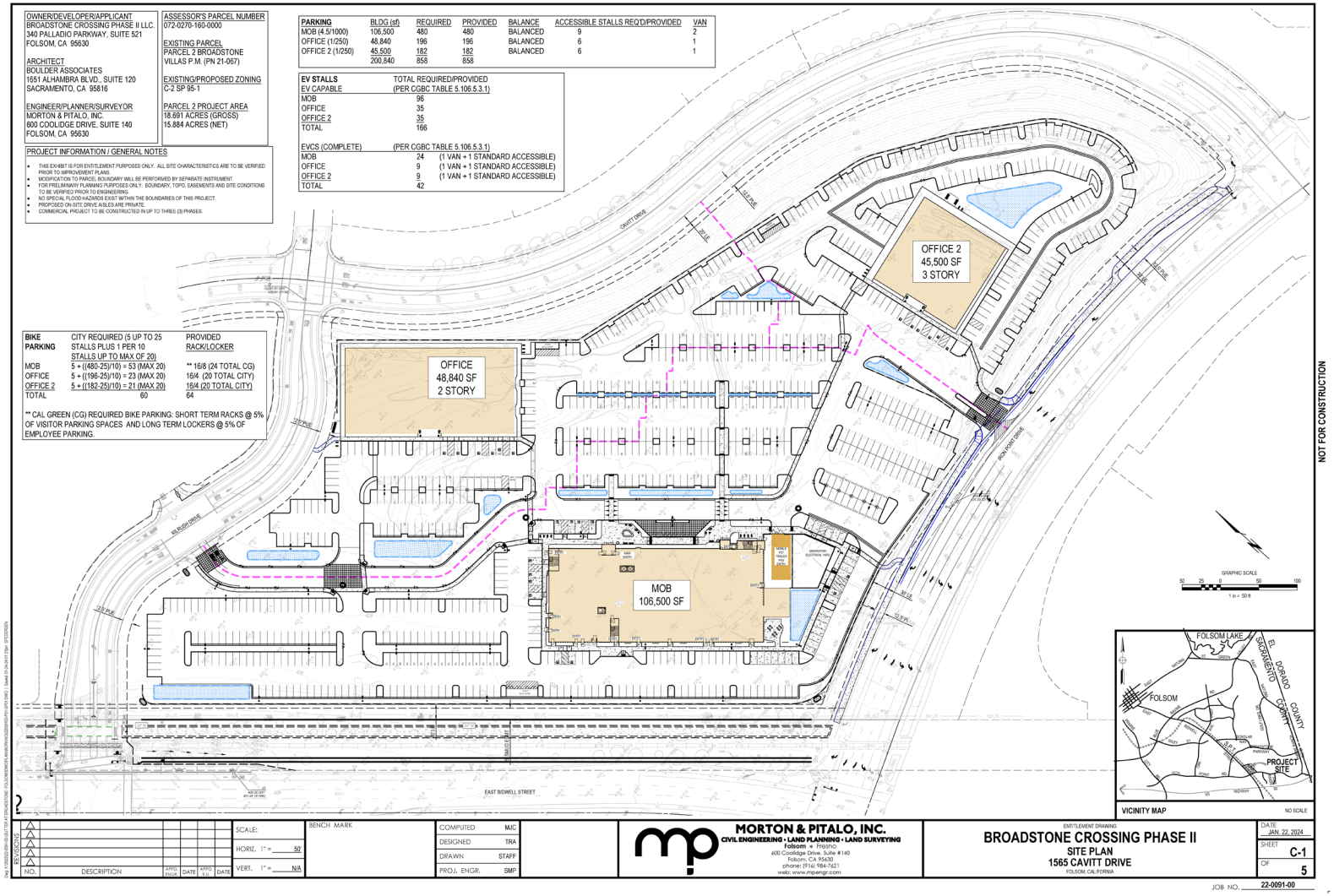


Figure ES-2. Preliminary site plan

Analysis Scope

The analysis considers all potential California Environmental Quality Act (CEQA) Vehicle Miles of Travel (VMT) impacts associated with the Project, highway operations related to the East Bidwell Street interchange at US50, and the Project's consistency with General Plan traffic operations (level-of-service) policy at Folsom intersections. Study intersections are shown in **Figure ES-3.** This transportation impact study considers four study scenarios:

- Existing 2024 without Project condition;
- Existing 2024 with Project condition;
- Existing plus Approved Projects (EPAP) 2029 without Project condition;
- EPAP 2029 with Project condition;

Cumulative 2035 analysis is not addressed by this analysis. It is industry practice and OPR guidance[1] to refer to existing program-level approvals for cumulative analysis when a project is consistent with the General Plan land use designation and zoning. Cumulative impacts are best described at the city-wide level through the General Plan's traffic analysis. The General Plan assumed land use for this parcel is described in Appendix D of the General Plan EIR[2]. The resulting Institute of Transportation Engineers (ITE) trip generation based on the adopted land use and zoning is 15,000 daily trips[3], which is approximately three times higher than the anticipated Project trip generation (5571 daily trips) reported later in **Section 5.2** of this report. The Project is consistent with the General Plan and zoning, so cumulative conditions have not been re-evaluated by this study.

[1] OPR (2023) Governor's Office of Planning and Research, 2023 CEQA handbook section 15168 (d)(2), online at https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf, accessed April 12, 2023.

[2] Folsom (2018) General Plan DEIR, Appendix D "Holding Capacity", online at: https://www.folsom.ca.us/home/showpublisheddocument/11553/637963489487330000, accessed April 11, 2023.

[3] 2035 General Plan (GP) DEIR land use/trip generation assumptions for APN: 072-0270-160-000

Use	Weight	Amount (ksf)	ITE LU	Description	Daily trips
Retail	30%	86.0	820	Shopping Center	3183
Service	15%	43.0	941	Quick Lub Vehicle Shop	2992
Office	10%	28.7	710	Office	311
Other	10%	28.7	820	Shopping Center	1062
Medical	10%	28.7	720	Medical Office	1033
Government	5%	14.3	739	Govt Office building	323
Food/Restaurant	20%	57.3	932	High turnover (Sit-Down) Restaurant	6143
Parcel total per General Plan EIR					**15047**



Figure ES-3. Project area roadways including study intersections

Findings and Recommendations

Trip Generation

The Project is anticipated to generate 5571 daily vehicle trips, which includes 541 AM peak-hour vehicle trips, and 718 PM peak-hour vehicle trips.

General Plan Consistency

The Project is consistent with the General Plan land use and zoning. The Project is anticipated to cause new or worsen existing deficiencies with respect to General Plan policy M 4.13 at eight locations:

- East Bidwell St/Scholar Way,
- East Bidwell St/Power Center Dr,
- East Bidwell St / Broadstone Pkwy,
- East Bidwell St/Via Sole
- East Bidwell St/Kilrush Dr (Via Felice)
- East Bidwell St/Iron Point Rd
- East Bidwell St/ US50 Eastbound ramps
- Iron Point Rd/Cavitt Dr

Recommended abatement measures are discussed at length in **Section 7** of this report. With the recommended abatement, Project related transportation deficiencies remain at the East Bidwell St/Iron Point Rd intersection. East Bidwell St/Iron Point Rd has a previously adopted CEQA statement of overriding considerations from the General Plan's CEQA findings.

CEQA Impacts and Mitigation

There are three categories of Project related CEQA impacts considered by this analysis: VMT; pedestrian, bicycle, and transit infrastructure; and safety.

Category 1 – VMT
With a Project anticipated 14.3 VMT per capita, Broadstone Crossing Phase II is anticipated to generate less than 70% of the regional baseline office VMT per capita of 20.9, and less than 74% of the Folsom baseline office VMT per capita of 19.5.

CEQA Finding: The Project is therefore anticipated to have a **less-than-significant** VMT impact.

Category 2 – pedestrian, bicycle, and/or transit infrastructure
The Project does not inhibit the use of bicycle, pedestrian, and/or transit facilities; eliminate existing bicycle, pedestrian, and/or transit facilities; or prevent the implementation of planned bicycle, pedestrian, and/or transit facilities. Note that pedestrian safety is discussed below under Category 3 – Safety.

CEQA Finding: The Project's impact on bicycle, pedestrian, and/or transit facilities under CEQA is anticipated to be **less-than-significant**.

Category 3 – Safety

The Project is not anticipated to worsen existing accident rates or create unsafe conditions. The Project's impact on accident rates under CEQA is anticipated to be **less-than-significant**.

CEQA Finding: The Project is not anticipated to worsen existing accident rates or create unsafe conditions. The Project's impact on accident rates under CEQA is anticipated to be **less-than-significant**.

Parking

The Project is anticipated to need a total of 570 parking spaces, with the Broadstone Unit No. 3 Specific Plan requiring 804 parking spaces. The proposed 858 spaces are both adequate and meet City of Folsom requirements.

Minimum Required Throat-Depth

The Project driveway throat-depth is anticipated to be adequate.

Emergency Vehicle Access

Emergency Vehicle Access to and throughout the site is anticipated to be adequate.

Right-Turn Deceleration/Acceleration Lanes and Tapers for Driveways

Driveway geometry is anticipated to be adequate.

Recommended Conditions of Approval

As discussed in Section 9.8 of this TIS, recommended Project-specific Conditions of Approval include the following:

- The applicant/owner shall execute a development agreement with City for a pedestrian overcrossing across East Bidwell Street located between Kilrush Drive and Iron Point Road prior to the issuance of the first building permit for the project based on the project's fair share contribution that includes the following commitments from the applicant/owner:
  - Payment for the design,
  - Payment for environmental review covering both CEQA and NEPA
  - Dedication of land necessary for a pedestrian overcrossing across East Bidwell from the project site to the Palladio..
- Applicant/owner shall be responsible for the geometric and signal timing improvements described in Abatement #1 and #2, as described in Section 7 of this report, to address level-of-service and queueing deficiencies relative to General Plan policies.

Because the abatement strategy functions on a corridor level rather than an intersection-by-intersection level, the City may need to modify the recommended abatement to accommodate additional project approvals. The City Engineer may modify the proposed abatement as other project applications are processed. However, any such modifications shall not increase the Project's abatement cost.

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1. INTRODUCTION

This transportation impact study (TIS) identifies anticipated deficiencies and impacts of the proposed Broadstone Crossing Phase II project (Project) on the motorized and unmotorized transportation systems in Folsom, California. The analysis considers all potential California Environmental Quality Act (CEQA) Vehicle Miles of Travel (VMT) impacts associated with the Project, highway operations related to the East Bidwell Street interchange at US50, and the Project's consistency with General Plan traffic operations (level-of-service) policy at Folsom intersections. This study has been prepared on behalf of the City of Folsom, Helix Environmental Inc., and the Applicant (Elliott Homes). The City has provided extensive input on study assumptions, reviewed the resulting findings and abatement strategies, and had a third-party peer review of the study approach, assumptions, findings, abatements and recommended conditions of approval.

1.1 Project Description

The Project seeks a Tentative Parcel Map and Planned Development Permit for 94,340 square feet of business and professional office, and a 106,500 square foot medical office building. The business and professional office is split between two buildings (48,840 square feet and 45,500 square feet). The Project is located in the northeast quadrant of the East Bidwell ST/Iron Point Road intersection at 1565 Cavitt Drive on an 18.8-acre parcel (APN: 072-0270-160-000). The existing parcel will be split into three parcels with the Project, one for each building. Each parcel's parking supply will be independent of its neighbors, with a total of 858 parking spaces across the entirety of the Project. A vicinity map is provided as **Figure 1** and a preliminary site plan is provided as **Figure 2**.

Proposed access includes a full-service driveway from the extension of Kilrush Drive, and a right-in-right-out (RIRO) driveway from Iron Point Road. Frontage improvements on Iron Point Road are included to facilitate maintaining existing level-of-service at the East Bidwell St/Iron Point Road intersection with the addition of anticipated Project traffic. Frontage improvements include (but are not limited to):

- A right-turn pocket on westbound Iron Point Road for the Project's RIRO driveway.
- A right-turn auxiliary lane/pocket on westbound Iron Point Road, between the Project's RIRO driveway and East Bidwell St.

These features are generally shown in the preliminary site plan provided by the applicant. Note that the site plan shows planned striping changes for the westbound approach to the East Bidwell St/Iron Point Rd intersection to create a triple left which has already been completed by the City of Folsom under a separate capital improvement project.

The Project is consistent with the underlying parcel's General Plan land use designation and zoning. The site is designated as "Community Commercial-East Bidwell Mixed-Use Overlay" by the General Plan and is zoned as C-2 (SP 95-1) (Central Business/Specific Plan-Broadstone). The business and professional office, and medical office uses, are allowed uses under existing zoning. Where a project is consistent with the General Plan and zoning, cumulative analysis is addressed by the General Plan

cumulative transportation analysis. Accordingly, this scope of work only considers Existing 2024 and Existing plus Planned and Approved Project 2029 scenarios.

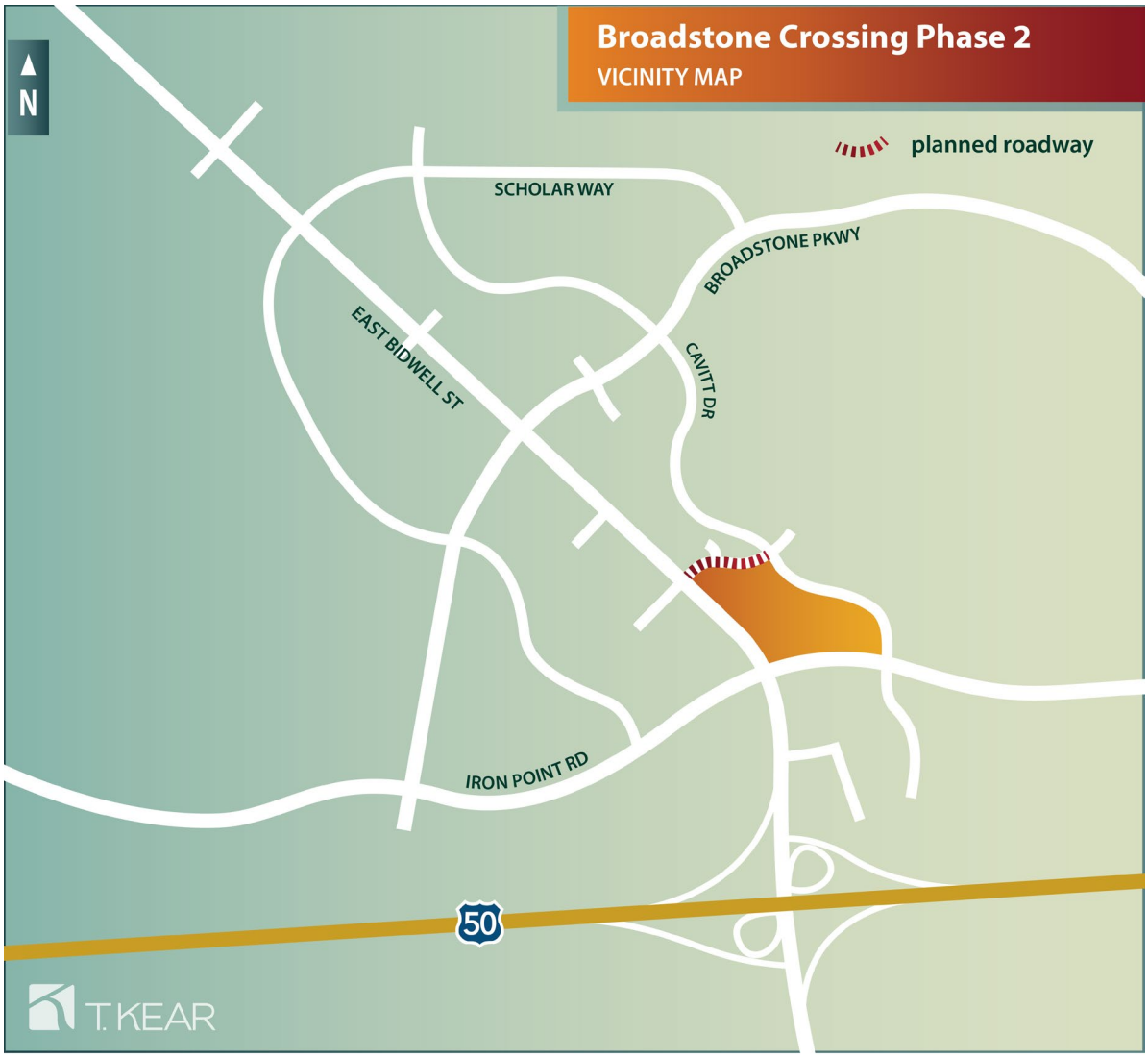


Figure 1 Project location

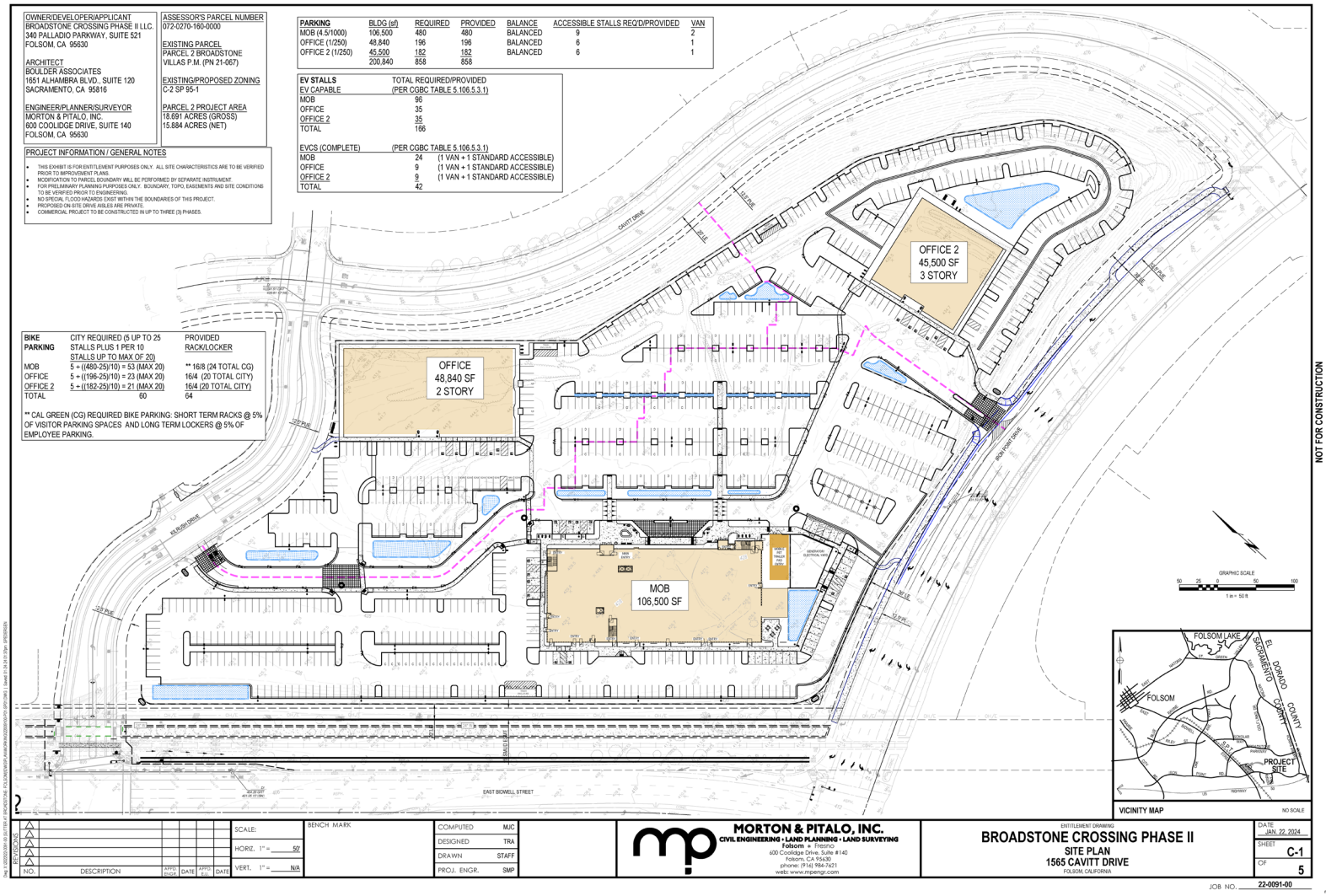


Figure 2 Preliminary site plan.

1.2 Report Organization

The following sections are discussed after this Introduction:

- Scenario, setting, and study area (key roadways and intersections);
- General Plan local transportation analysis and CEQA analysis methodologies;
- A California Environmental Quality Act (CEQA) analysis section addressing vehicle miles of travel (VMT), crash history, bicycle, pedestrian, and transit facilities;
- A local transportation analysis (LTA) in two sections addressing the Project's conformance with General Plan transportation policy M 4.13 under existing and near-term conditions;
- A site access and internal circulation discussion; and
- Findings and recommendations.

2. SCENARIOS, SETTING, AND STUDY AREA

The Transportation Impact Study area generally consists of the East Bidwell St corridor between Scholar Way and US-50, within the City of Folsom, California. Key roadways within the study area, and study intersections, are shown in **Figure 3**.

2.1 Study Scenarios

Through consultation with City of Folsom staff, four scenarios were identified for inclusion in the LTA portion of this study. The LTA portion of this study determines the weekday AM peak-hour and PM peak-hour level-of-service at study intersections under the following scenarios:

- Existing 2024 without Project condition;
- Existing 2024 with Project condition;
- Existing plus Approved Projects (EPAP) 2029 without Project condition;
- EPAP 2029 with Project condition;

Existing 2024 without Project Condition; and Existing 2024 with Project Condition

Analysis of the existing condition reflects the traffic volumes and roadway geometry at the time the study began. These two scenarios (with and without the Project) quantify performance measures, serve as a known reference point for those familiar with the study area, and identify Project related transportation deficiencies anticipated to occur if the Project opened in 2024.

EPAP 2029 without Project Condition; and EPAP 2029 with Project Condition

EPAP scenarios, with and without the Project, analyze conditions with the addition of traffic from approved and potentially foreseeable projects that affect study intersections and segments. These scenarios are intended to reflect anticipated traffic approximately five years into the future, when the Project could reasonably be anticipated to be constructed. This “phasing analysis” is intended to assist the City of Folsom in phasing of improvements at study intersections which may be necessary to accommodate traffic from all approved and anticipated tentative maps over the next five years. Forecasts were based on existing traffic plus the greater of either growth from approved, but unoccupied developments, or, five-years growth from the Folsom travel demand model. Specific approved and reasonably foreseeable projects included in this scenario are:

- Dignity Health;
- UC Davis Health;
- Alder Creek Market Place;
- Shops at Folsom Ranch;
- Absorption of 2500 of the approved dwelling units in Folsom Ranch located south of US50;
- Villas at Broadstone;
- Avenida Folsom Apartments;
- Folsom Corporate Center Apartments;
- AC Hotel;
- Expanded Kaiser facility (west of the Palladio);



Figure 3. Project area roadways including study intersections

- Town Center North (this is a parcel map change but not a development application and has no EPAP traffic associated with it at this time).

Note that the Scholar Way apartments were occupied at the time when traffic counts were conducted, and that traffic is captured under existing conditions.

2.2 Project Area Roadways

Brief descriptions of the key roadways serving the Project site are provided below.

Broadstone Parkway in the Project vicinity is a four-lane east-west arterial, that wraps around the back of the Palladio shopping center from Iron Point Road to connect with Empire Ranch Road near the Sacramento-El Dorado County line. Broadstone Parkway has bike lanes, sidewalks, curb, and gutter. Turn pockets are also provided at intersections.

Cavitt Drive is a north-south two-lane collector that runs northward from Costco to Folsom Lake College. Within the vicinity of the Project, Cavitt Drive has bike lanes, sidewalks, curb, and gutter. Turn pockets are provided at select intersections.

East Bidwell Street runs through the City of Folsom from White Rock Road to Riley St. Near the Project area, East Bidwell St is a six-lane arterial roadway near the Project site with raised medians. East Bidwell with bike lanes, partial sidewalks, curb, and gutter. Turn pockets are provided at most intersections. The speed limit on East Bidwell St north of US 50 is 35 to 45 mph.

Iron Point Road is an east-west arterial roadway with a raised median that runs from Folsom Boulevard to the eastern city limit along the north side of US 50. Within the vicinity of the Project, Iron Point Road has six travel lanes, bike lanes, sidewalks, curb, and gutter. The posted speed limit is 45 mph. Turn pockets are provided at intersections.

2.3 Study Intersections

There are fourteen study intersections (**Figure 3**). For consistency with the prior Villas at Broadstone transportation study, the study intersections are numbered two through 16 (skipping number thirteen). These intersections were selected through consultation with staff; knowledge of the Project area; and, in accordance with published City of Folsom guidance to evaluate locations that are anticipated to receive fifty or more peak-hour project trips[4].

2.4 Transit

The City of Folsom's public transportation includes bus and dial-a-ride service provided by the City through "Folsom Stage Lines" which is managed by Sacramento Regional Transit (SacRT), and light rail service also provided by SacRT. El Dorado County Transit Authority (EDCTA) also provides limited bus connectivity to and from El Dorado County throughout the region.

[4] City of Folsom (2020) Design Standards (Table 13-1) online at: https://www.folsom.ca.us/home/showpublisheddocument/384/637466585843430000, accessed April 10, 2023

Folsom Stage Lines and Dial-A-Ride

The Folsom Stage Line buses run Monday through Friday. Since February 4, 2019, Folsom Stage Lines has been operated by SacRT. There is no weekend service available. There are three routes, route 10, route 20, and route 30 (**Figure 4**). Route 10 is located closest to the Project site, with stops located on the far side of the Palladio next to Kaiser Permanente (approximately 1,650 feet from the Project). Route 10 and SacRT route 124 have co-located stops along Madison Avenue, north of the American River. There is no charge to transfer from one Folsom Stage Line route to the other.

- **Folsom Route 10** – This route services Historic Folsom, E. Bidwell St., Broadstone Market Place, Broadstone Plaza, Folsom Aquatics Center, Folsom Lake College, Intel, Kaiser Permanente, Folsom Premium Outlets, Mercy Hospital, Palladio Mall, and Century Theatres. It connects to light rail and with the RT bus service Line 24. Service with a one-hour headway starts at about 5:30 AM with the last pickup at about 7:30 PM. Starting in August 2024, Route 10 will have weekend service for the first time.
- **Folsom Route 20** – This route services Empire Ranch Road, East Natoma ST, Vista del Lago High School, Folsom Lake College, and transfers to Route 10. There is one morning bus and two afternoon buses on Route 20.
- **Folsom Route 30** – This route currently services Folsom State Prison, City Hall, and Woodmere Drive during peak-hours (6:20 AM – 8:10 AM and 2:45 PM – 4:55 PM) with four AM peak-period buses and five PM peak-period buses. Route 30 is planned to be eliminated in August 2024 due to low ridership, with cost savings being used to improve other Folsom transit services.
- **SacRT GO Paratransit Services** - Folsom Dial-A-Ride was discontinued Friday, August 27, 2021. SacRT GO Paratransit Services is available for ADA complementary paratransit service and non-ADA demand response service. Passengers can schedule up to two days prior to when they want to take their trip, however they must be scheduled by 5:00 p.m. the day before. The service is available during the hours that the bus service operates.
- **SmaRT Ride microtransit service** is a same-day ride-share service where customers can use a smartphone app, computer, or call to request a ride that will pick up and drop off passengers within the service boundary. SmaRT Ride is open to the public. Same day rides can be scheduled through the SacRT SmaRT Ride app, online at ondemand.sacrt.com or by calling to book a ride. Rides may be scheduled up to two days in advance. The service operates from 7AM to 7PM. The service generally provides a 30-minute pickup window.

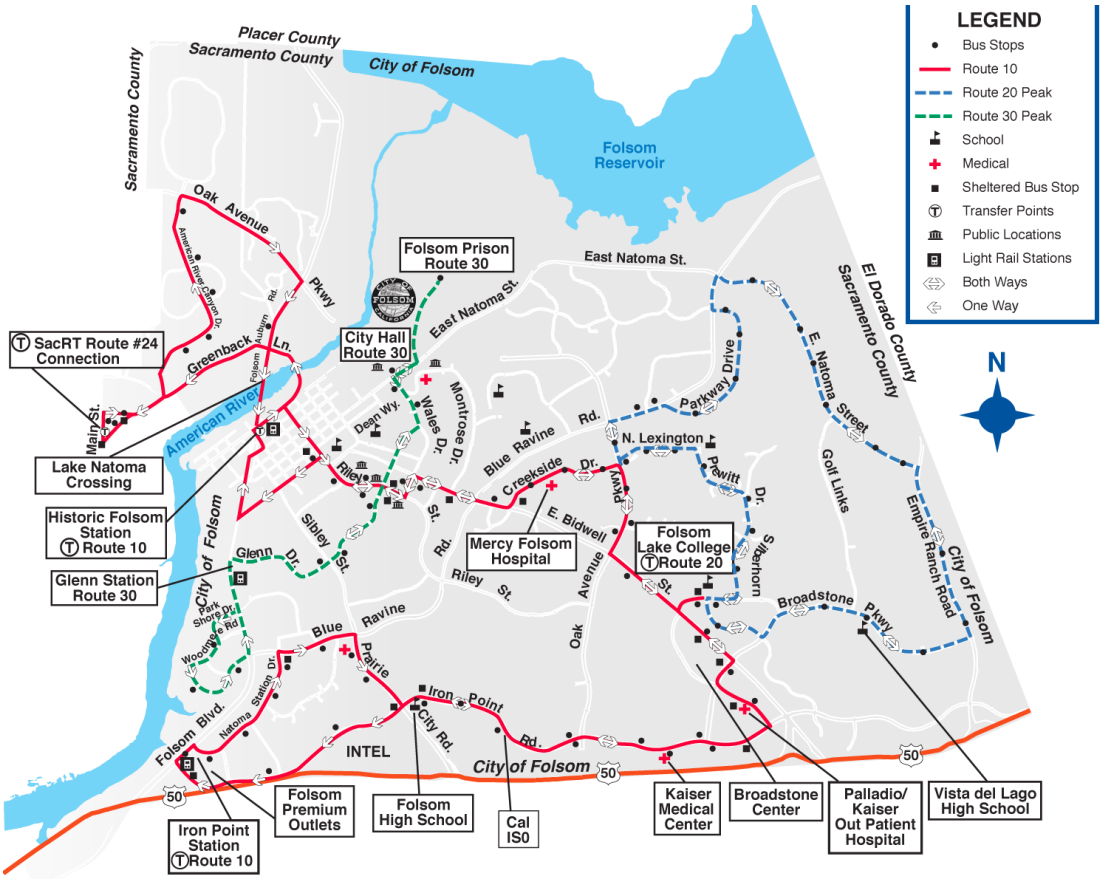


Figure 4. Folsom Stage Lines Routes 10, 20 and 30

SacRT

SacRT light rail provides service via the Gold Line connecting the Historic Folsom, Glenn, and Iron Point light rail stations to downtown Sacramento and points in between. Service is currently provided from 5 AM to 7 PM on a 30-minute headway, with plans to improve the service to a 15-minute headway in the future. Weekend Gold Line service currently runs on a one-hour headway between 7:30 AM and about 9 PM (Saturday and Sunday times differ from each other, as does the start and end times differ by direction of travel). There are plans to improve weekend service to run from approximately 7 AM to 10 PM, again Saturday and Sunday start and end times differ, and times differ somewhat by direction of travel.

There is also a connection to RT bus route 124 from Folsom Stage Lines route 10 at the Madison/Main stop. RT route 124 provides service to Sunrise Mall on a (roughly) hourly headway from 6 AM to 7 PM.

El Dorado County Transit Authority

The EDCTA route 50X (the 50 Express) operates every hour from 6 AM until 7 PM Monday through Friday, with service from Placerville Station Transfer Center located in the City of Placerville in El Dorado County to the Folsom Iron Point light rail station, Folsom Lake College, and back.

Broadstone Unit No. 3 Specific Plan (Rail) Transit Center.

The Broadstone Unit III Specific Plan (BU III SP) was approved in 1995 with inclusion of a Light Rail Station/Park and Ride Lot on one of the Industrial/Office Park properties. City of Folsom planning staff reviewed the Broadstone Unit No. 3 Specific Plan and DEIR. Staff found that the Specific Plan no longer calls for a light rail station at this location and neither does the General Plan. Findings of the City's review are discussed in more detail below:

The Rail Transit Center requirement was included in the in the BU III SP was an implementation of General Plan Goals and that requirement is amended or eliminated by corresponding General Plan changes. The Circulation Chapter includes the following language which links the rail station to a General Plan requirement:

> **3.7.5 Public Transit/TSM Plans**
>
> The Broadstone Unit No. 3 Specific Plan is intended to accommodate both local and regional public transit needs. This will be accomplished by incorporating the design standards for bus shelters and turnouts into the construction of major arterials.
>
> The City of Folsom General Plan indicates a Regional Transit Facility to be located within the Plan Area in the vicinity of East Bidwell Street. Such a facility will enhance both the City and Plan Area with regional traffic and air quality benefits. The precise location and timing for this rail facility will be subject to planning by Regional Transit and the City of Folsom. The City Transit Coordinator has identified locations for bus stops which are indicated on the Circulation Exhibit.

The General Plan policy consistency discussion in the BU Ill SP includes the following:

Policy 17.9:	The City should plan for the expansion of future public transit routes (bus and fixed rail service). 1. Transit routes should coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multifamily housing, and other land uses likely to attract public transit ridership. 2. The City should preserve existing railroad rights-of-way for their potential future use as public transit routes. The City should work with Regional Transit to determine other rights-of-way which could be preserved for rail transit use. Proposed light rail alignments and station locations are designated on the Plan Map and dedication of land for the required right-of-way shall be required as part of the approval process for development of adjoining parcels. 3. Bus routes should follow major roads with service to residential neighborhoods via collector streets.
Consistency:	The layout of the Broadstone Unit No. 3 project facilitates transit planning by locating employment and shopping along the major

arterials. The adjacent railroad corridor is planned by both the City and Regional Transit to be used as a light rail line. The General Plan indicates a rail station on the site and the most current plans from Regional Transit indicate the station to be located within the railroad corridor near the intersection of Iron Point Road and East Bidwell Street. Precise site design for this station has not been done by RT or the project proponents.

The BU III SP EIR included mitigation measures for traffic that were captured by updates to the East Area Facilities Plan (EAFP). These included EAFP Mitigation Measure 4.2.4d which required, among other items, that developers "pursue implementation of mass transit programs (light rail, and bus service)". EAFP Mitigation Measure 4.2.5a required that the EAFP transportation and circulation system be amended to "…explicitly identify and integrate light rail facilities and other transit facilities into the proposed circulation network." At the time of writing, the BU III SP EIR states, a light rail alignment in the BU III project area was financially feasible. So, a potential station was included on the BU III SP exhibits to comply with these mitigation measures.

In the intervening years, the General Plan was amended (2018) and language related to transit services along the Hwy 50 corridor removed. Since this language was removed, the EAFP language points to nothing. Discussions with RT have indicated that such an extension would likely not be financially feasible as well.

Adopted General Plan Updates acknowledged that a rail transit center at this location was infeasible and removed that requirement from the General Plan Circulation element. City of Folsom staff found that the Specific Plan no longer calls for a light rail station at this location and neither does the General Plan. Thus, there are no CEQA impacts that arise from not incorporating rail transit service at the Project site.

2.5 Bicycle Facilities

The City of Folsom is one of the most bicycle friendly settings in California, with an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. Existing and planned bicycle facilities within the Project area are described in the 2007 Folsom Bikeway Master Plan[5] and the 2022 Active Transportation Plan[6] which provide a framework for the design of a bikeway system that meets the California Street and Highway Code Section 890-894.2 - Bicycle Transportation Act and improves safety and

[5] Folsom (2007) Bikeway Master Plan, www.folsom.ca.us/city_hall/depts/parks/parks_n_trails/trails/bikeway_master_plan.asp.
[6] Folsom (2022) Active Transportation Plan, in City Council Agenda and adopted June 14, 2022, https://meetings.municode.com/d/f?u=https://mccmeetings.blob.core.usgovcloudapi.net/folsomca-pubu/MEET-Packet-63e3a642f9e94b13848b99a9fa291ed7.pdf&n=AgendaPacket-City%20Council%20Regular%20Meeting-June%2014,%202022%206.30%20PM.pdf

convenience for all users. There are five types of bicycle facilities (Class I, II, III, IIIB and IV) used in Folsom. **Figure 5** provides a map of the existing Folsom bike and pedestrian trail system.

Class I Shared Use Path (Path)

Shared use paths are bicycle facilities that are completely separated from the street. They allow two-way travel by people bicycling and walking, as well as other non-motorized or e-powered uses like skateboards or scooters. Class I facilities are among the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

Class II Bicycle Lane

Bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars. When this striped buffer is included in the design, the facility is known as a Class IIB Buffered Bicycle Lane.

Class III Bicycle Route

Bicycle routes are signed where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are most appropriate for low-speed and low-volume streets. Some Class III bicycle routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that people biking may be present.

Class III B Bicycle Boulevard

Bicycle boulevards are low-traffic, local streets where people biking have priority but share roadway space with motor vehicles. Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters keep these streets more comfortable for bicyclists.

Class IV Separated Bikeway

Separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one-or two-way travel on one or both sides of the roadway.

Cavitt Dr, Iron Point Rd, East Bidwell St, and Broadstone Pkwy all have class II bicycle lanes. Additionally, there is a Class I shared use path along Placerville Road and extended parallel with East Bidwell, which provides bike and pedestrian access to Folsom Ranch and areas north of US50.

Existing Bikeways

(Source: 2022 Active Transportation Plan, Figure 3)

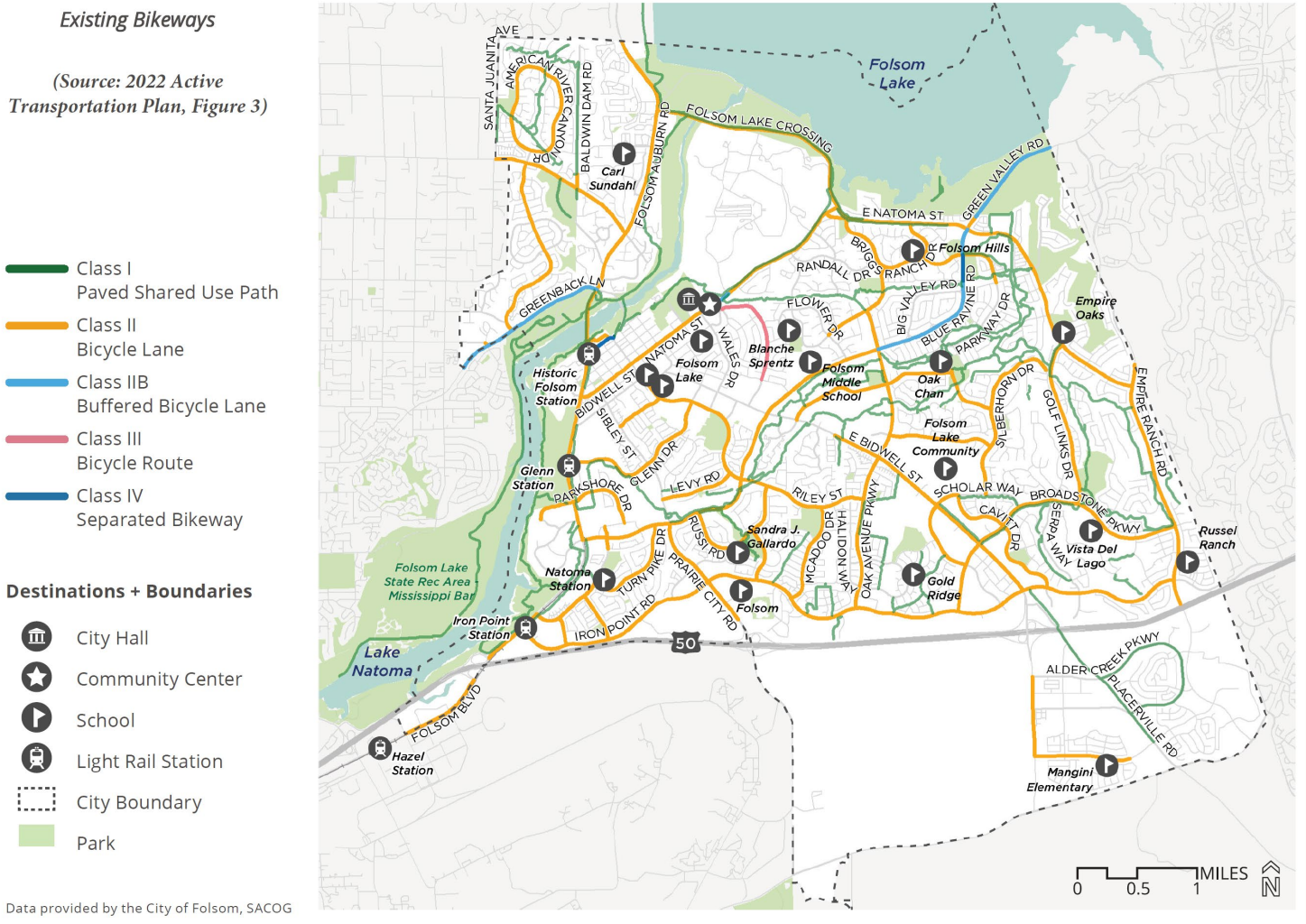


Figure 5. Folsom bike map

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3. CEQA Analysis

Prior to July 2020, level-of-service was the primary measure for the transportation impacts of land development projects. SB 743 (Steinberg, 2013) eliminated the use of level-of-service under CEQA. Instead, the primary measure for transportation impacts is per capita VMT. With crash history/safety and impacts to the transit, bicycle, and pedestrian facilities as additional measures. Level-of-service is now evaluated as part of the local transportation analysis for purposes of document consistency with General Plan policies. This section focuses on the CEQA VMT analysis of the Project.

3.1 VMT Modeling Methodology, Thresholds, Results and Findings

Vehicle Miles of Travel (VMT) was analyzed based on the City of Folsom General Plan Travel Demand Model (Folsom TDM). The Folsom TDM is based on an expanded version of the SACMET travel demand model originally developed by the Sacramento Area council of Government (SACOG). The model covers the entire six-county SACOG region with significant additional road network and land use detail added within Folsom. The Folsom TDM is a traditional trip based, four-step (trip generation, distribution, mode choice and assignment) travel demand model with a 2015 base year and 2035 horizon year. Trip productions and attractions are estimated at the transportation analysis zone (TAZ) level. Within the city, TAZs are roughly neighborhood size areas for which population socioeconomic data is tabulated. (TAZs are larger in less populated rural portions of the region). Trips are estimated by trip purpose based on nine purposes:

- Home-based work
- Home-based shop
- Home-based school
- Home-based other
- Work-other
- Other-other
- Commercial two axle
- Commercial 3+ axle
- airport

As trips are estimated and processed by the model, they start as an estimate of non-directional daily trip demand between trip “productions” and “attractions” for each trip type. Those data are factored into direction trips between origins and destinations for four time periods (AM, mid-day, PM, and evening). That origin-destination (OD) data is what the model assigns to the road network to estimate volumes. The assignment is done using an optimization process that minimizes travel time between OD pairs. There is an important but subtle distinction between trip productions and attractions vs origins and destinations. “Home-based” trips are always “produced” by the residential land use and attracted to other land uses. Through careful tracking and application of the matrices which store trip production-attraction, attraction-production, and origin-destination data it is possible to track and assign trips to the residential and commercial land uses throughout the region that generate those trips and the resulting VMT. The production-attraction and origin-destination data are preserved in large matrices which can be leveraged to disaggregate the model’s VMT estimates into VMT by trip purpose for evaluating residential, office, retail, and other project types.

The Folsom TDM includes 1852 TAZs (30 of which represent external gateways) connected by 31,559 road segments. Each TAZ is represented by a centroid corresponding to the approximate

center of travel activity with the TAZ. Each road segment includes relevant characteristics (location, uncongested speed, number of lanes, capacity, etc.) that allow the model to estimate travel times as trips are assigned to the network. **Figure 6** depicts the model road network with red dots reflecting gateways to other regions and the Project shown as a red star. **Figure 7** then shows a closer view of Folsom, with TAZ centroids and the Project site shown.

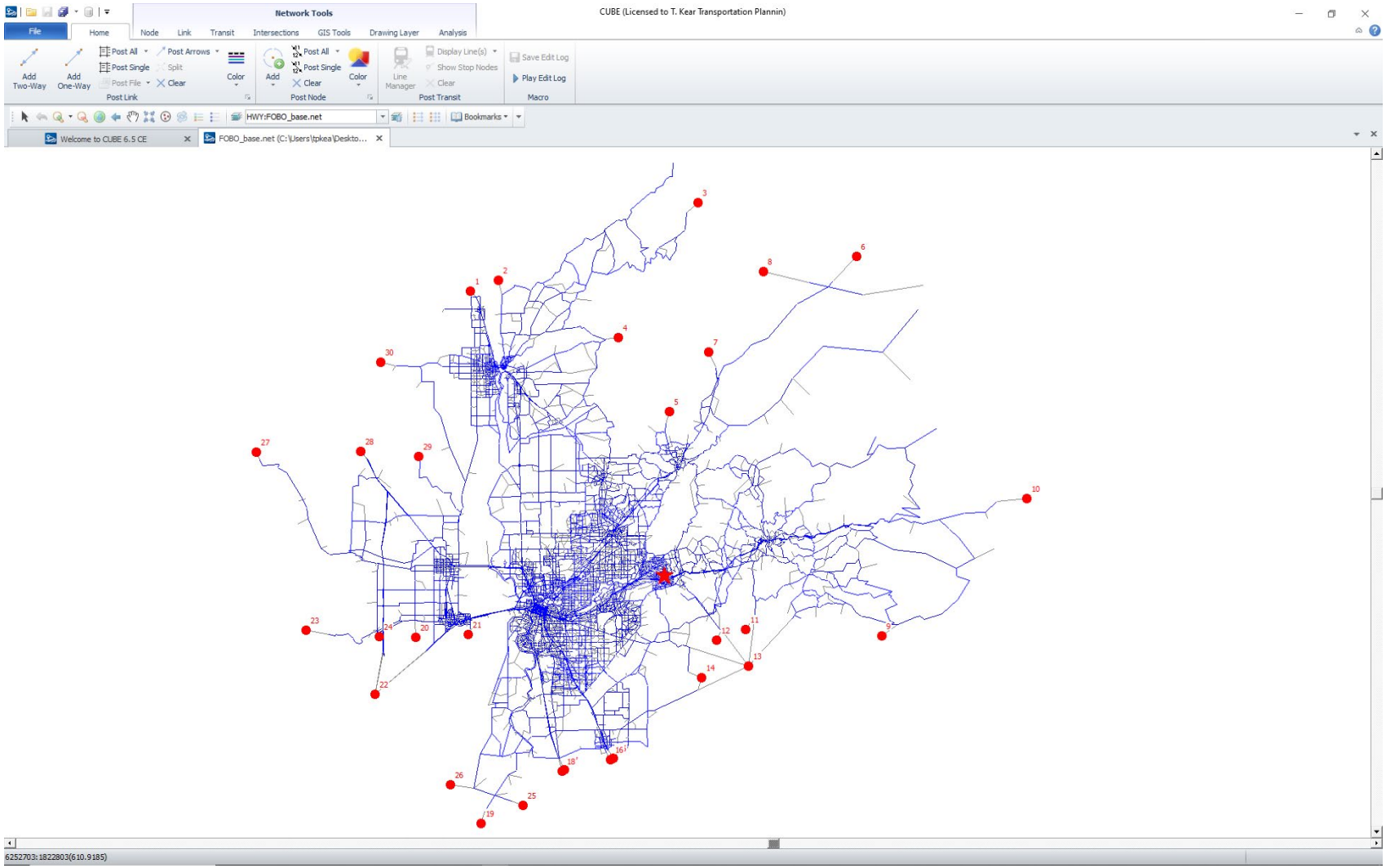


Figure 6. Travel demand model network, gateways shown as red dots and Project TAZ (#1800) shown as a red star

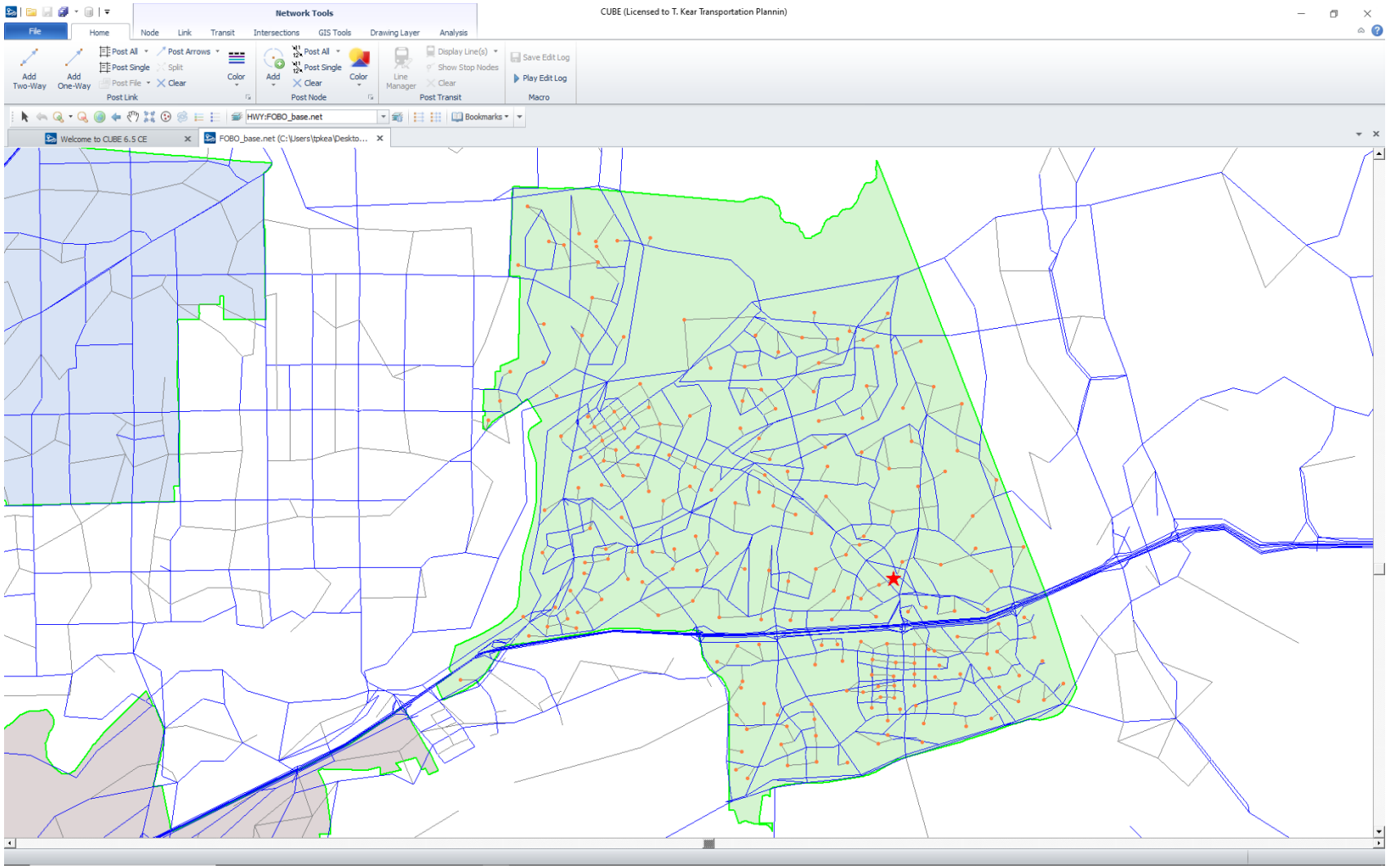


Figure 7. Closeup view of Folsom with Project shown as a red star and other Folsom TAZs as orange dots

A three-step process for the baseline and cumulative analysis years was used to estimate regional, Folsom, and Project VMT per employee.

Step 1. This step estimated TAZ-to-TAZ distances from "skims" on the loaded networks generated by the TDM. The loaded networks account for any increases in trip distance that may result from congestion. Model gateway trip lengths were adjusted based on **Table 1** to ensure that the full trip length for interregional travel was accounted for. The lengths for intrazonal trips (which have their origin and destination within the same TAZ) were estimated as half of the distance to the nearest neighboring TAZ, which is the industry standard practice.

Table 1. Average trip-length adjustments for TDM gateways

		Average Additional Travel Distance (miles)	
Gateway	**Description**	**External-Internal**	**Internal-External**
1	SR99N--Sutter/Butte County Line (CL)	23.12	23.84
2	SR70N--Yuba/Butte CL	30.41	31.03
3	Marysville Rd--W. of SR49 Yuba/Nevada CL	72.98	35.40
4	SR20NE--Yuba/Nevada CL	43.41	36.53
5	SR49NE--Placer/Nevada CL	14.58	12.69
6	I-80NE--E. of Yuba Gap	64.29	66.01
7	SR174NE--Placer/Nevada CL	10.18	8.95
8	SR20NE--Placer/Nevada CL	53.92	69.06
9	Omo Ranch Rd E--N. of SR88	22.76	24.49
10	US50E--E. of Ice House Rd	33.17	37.62
11	dummy	-	-
12	dummy	-	-
13	SR16+SR49E--Sacramento/Amador CL	39.79	44.88
14	dummy	-	-
15	SR99S--Sacramento/SJ CL	50.69	49.02
16	Lincoln Rd S--Sacramento/SJ CL	26.72	21.17
17	Franklin Rd S--Sacramento/SJ CL	22.76	22.40
18	I-5 S--Sacramento/SJ CL	65.92	56.80
19	SR160S--S of SR12 Contra Costa	53.38	50.42
20	CR95A--Yolo/Solano CL	5.28	5.13
21	CR104/Mace Blvd. SW--S. of CR32D/Mont	12.27	11.20
22	I-80 W--W. of I-505	45.53	44.55
23	SR128W--Yolo/Solano CL	29.52	25.82
24	Putah Creek Rd W--W. of Winters Rd	14.97	15.31
25	SR12SE--E. of SR160 SJ	36.89	42.56
26	SR12SW--E. of SR160 Solano	36.59	35.73
27	SR16N--Yolo/Colusa CL	41.75	37.81
28	I-5N--Yolo/Colusa CL	49.27	49.64
29	SR45--Sutter/Colusa CL	16.66	17.01
30	SR20NW--Sutter/Colusa CL	26.24	24.69

Source: SACOG VMT estimation guidance (https://www.sacog.org/planning/data-resource-center/transportation-analysis-modeling)

Step 2 This step estimated production-to-attraction and attraction-to-production trip matrices by period and purpose, then combined those data with the Task 1 distance skims to estimate VMT between different land uses and store those data in matrices. At the end of this step, the VMT results are available at a very disaggregated level.

Step 3 This step aggregated the period specific VMT matrices back into daily matrices by trip purpose, then reported back the matrix row totals (production based VMT) and column totals (attraction based VMT) by TAZ and trip purpose.

The resulting tables are then combined with TAZ level population and employment data to estimate per capita VMT for the region, Folsom, and the Project. The TDM is based in the CUBE software package by Bently Systems. Scripts used in each calculation step are provided in **Appendix A**.

VMT Thresholds

VMT thresholds set an identifiable metric by which the Project's effect on VMT will be determined to be significant or less-than-significant. Land use specific thresholds are based on guidance from the Governor's Office of Planning and Research (OPR)[7]:

- Residential: 15% below baseline regional or city VMT per capita (residents or service population)[8];
- Office: 15% below baseline regional or city VMT per capita;
- Retail: no net increase in regional or city VMT.

When a trip-based method is used to analyze a residential project, the focus should be on home-based trips (home-based work, shop, school, other). Similarly, when a trip-based method is used to analyze an office project, the focus should be on home-based work trips (i.e., commute trips). VMT is defined by OPR to limit the analysis to the distance traveled by passenger vehicles, specifically cars and light trucks. Heavy trucks may be included for modeling convenience and computational ease but are not required. However, the vehicle types included should be consistent across both the tool used to set the significance threshold and to evaluate the Project.

As noted by the Governor's Office of Planning and Research, adding local-serving retail into the urban fabric improves retail destination proximity. Local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies may presume such development creates a less-than-significant impact. (Regional serving retail on the other hand can substitute longer trips for shorter ones, which may lead to a significant impact.)

The Governor's Office of Planning and Research advises lead agencies to evaluate each component of a mixed-use project independently and apply the significance threshold for each

[7] OPR (2018) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, Governor's Office of Planning and Research, Sacramento, CA.
[8] Service population, the combination of residents and employees, can be used where tools cannot allocate VMT to one group or the other.

project type included (e.g., residential and retail). Alternatively, a lead agency may consider only the project's dominant use. In the analysis of each use, a project should take credit for internal capture. Combining different land uses and applying one threshold to those land uses may result in an inaccurate impact assessment.

For this Project, 2015 baseline and Project estimates for 2015 and 2035 are computed in terms of VMT per employee. In addition to the home-based work VMT specified by OPR, the analysis also included work-other, and a portion of the other-other and airport trips that were produced by the Project. (The production-attraction and attraction-production trip matrices were combined, then allocated to home-based and work-based trip types based on each TAZ's ratio between those trip types.) Commercial vehicle trips, and through vehicle trips, are not allocated back to the Project level per OPR guidance.

For modeling purposes, the Project was placed in an empty TAZ (#1800) which was positioned appropriately on the model road network with its access to the extension of Kilrush Drive between Cavitt Dr and East Bidwell ST. For non-residential uses, the Folsom TDM uses employment data rather than square footage. Employment was estimated using a standard conversion factor of 300 sqft per employee for office and medical uses that is used throughout the modeling domain to estimate employment levels. This Project's land use translates to 314.47 office employees and 355 medical employees for purposes of its inclusion in the TDM (these estimates may differ from what the proposed buildings ultimately employ but are consistent with the regional practice in applying the TDM.)

VMT Modeling Results

TAZ level VMT estimates are provided in **Appendix A**, which also identifies Regional TAZs and Folsom TAZs for purposes of data aggregation. Results are summarized in **Table 2**.

Table 2. VMT per employee results

Land use	Without Project	With Project	Significance Threshold Based on 85% of Baseline
Baseline (2015) Regional Office Average	20.9	20.9	17.8
Baseline (2015) Folsom Office Average	19.6	19.5	16.7
Baseline (2015) Project	n/a	16.4	
Cumulative (2035) Project	n/a	14.3	

VMT Findings

Based on a comparison of the significance threshold and anticipated Project VMT per employee, the Project has a **less-than-significant** impact on VMT under CEQA.

3.2 Bicycle/Pedestrian/Transit Facilities Thresholds, Results, and Findings

An impact is considered significant if implementation of the Project would:

- Inhibit the use of bicycle, pedestrian, or transit facilities;
- Eliminate existing bicycle, pedestrian, or transit facilities; or
- Prevent the implementation of planned bicycle, pedestrian, or transit facilities.

Bicycle and Pedestrian facilities

The Project does not inhibit the use of bicycle or pedestrian facilities; eliminate existing bicycle or pedestrian facilities; or prevent the implementation of planned bicycle or pedestrian facilities.

Abatement measures recommended under the Local Transportation Analysis section of this report included recommended changes in intersection geometry that likely alter the geometry of the bike lanes. For example, at the East Bidwell/Iron Point intersection there is a recommended abatement to add a second northbound right turn lane in a pocket and canalize the right turns. That channelization might require minor changes to the bike lane. Small changes of this nature are not considered a CEQA impact to the bicycle facility.

Similarly, there is a recommended abatement to replace and upgrade the eastbound/westbound crosswalks across East Bidwell St at Iron Point Road to a pedestrian bridge over East Bidwell located between Iron Point Rd and Kilrush Dr. That improvement is considered as an enhancement to the existing pedestrian facilities rather than a removal. Accordingly, this is not considered a CEQA impact.

Finding: The Project's impact on bicycle and pedestrian facilities under CEQA is anticipated to be **less-than-significant**.

Transit Facilities

The Project does not inhibit the use of transit facilities; eliminate existing transit facilities; or prevent the implementation of planned transit facilities.

Finding: The Project's impact on transit facilities under CEQA is anticipated to be **less-than-significant**.

3.3 Crash History Thresholds, Results, and Findings

A crash history review was made using data available from the Statewide Integrated Traffic Records System (SWITRS) database [9]. Crash history analysis is done by comparing site specific accident rates to multi-year statewide averages for similar roadways published by Caltrans. The

[9] TIMS (2024) Transportation Injury Mapping system, online at https://tims.berkeley.edu/, accessed May 12, 2024.

most recent data from Caltrans are for 2021-2023[10]. For this accident rate analysis, the three-year average on East Bidwell St between US-50 and Broadstone Parkway was considered.

There were 28 accidents (total), and zero fatal accidents in the data set spanning three-years from 2021 to 2023 over the 0.862-mile segment of East Bidwell St. Estimated annual average vehicle miles of travel on that segment for the same 3-year period is 30.54 million miles of travel per year. This equates to an accident rate of 0.92 accidents per million vehicle miles (of travel). Caltrans' statewide averages are 1.20 (total) accidents per million vehicle miles. The study segment accident rates are compared to statewide averages in **Table 3** below. The total accident rate is below the statewide average.

Table 3. Five-year accident rate comparison (accidents per million vehicle miles)

	East Bidwell St Segment	Statewide Average for Similar Facilities
Accidents (all)	0.92	1.20

The vast majority of accidents on that segment of East Bidwell St were rear-end collisions, indicative of queueing concerns, including the spillback of left-turn queues in the corresponding turn pockets. The Project is anticipated to increase left turn queue spillback by less than one vehicle length with the exception of East Bidwell St/Iron Point Rd, which already has a finding of overriding considerations. This is consistent with the thresholds described in **Section 4.3** of this report. No Project impact related to accident rates is anticipated.

[10] Caltrans (2024) 2021 Crash Data on California State Highways (road miles, travel, crashes, crash rates), online at https://dot.ca.gov/programs/research-innovation-system-information/annual-collision-data, page 8 "Suburban 4+ lane divided road" rates, accessed May 12, 2024.

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4. LOCAL TRANSPORTATION ANALYSIS METHODOLOGIES

The Local Transportation Analysis (LTA) evaluates a project's compliance with General Plan policies, summarized in the list below:

LU 2.1.2- Broadstone District. Encourage a mix of uses, including an emphasis on high-density residential, and pedestrian- and bicycle-friendly street patterns in the Broadstone District to increase its functionality as a vibrant gathering place for the community.

LU 8.1.5- Transit. Encourage new employment uses to locate where they can be easily served by public transit. Transit centers should be incorporated into the project, when appropriate.

M 2.1.14- Intersections. Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes.

M 2.1.15- Funding. Identify regional, State, and Federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs.

M 2.1.17- Pedestrian and Bicycle Overpasses. Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50.

M 4.1.3- Level of Service. Strive to achieve at least a traffic level-of-service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan build-out it may occur that temporarily higher level-of-service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving level-of-service D or better.

M 7.1.1- New Development. Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals.

M 7.1.2- Fair Share for Transportation Infrastructure Improvements. Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services.

By the nature of an LTA, the analysis report reads as if it is focused on level-of-service policies (i.e., General Plan policy M 4.1.3). However, all of the above policies are evaluated, with level-of-service analysis being used as a tool to:

- Identify required offsite improvements (General Plan policy M 7.1.1).

- Identify improvements the Project is responsible for, improvements the Project is responsible for a fair share cost contribution for (General Plan policy M 7.1.2), and those improvements which the City may be able to receive grants for (General Plan policy M 2.1.15).
- The level-of-service analysis ensures that new intersections are adequately designed and that existing intersections can adequately accommodate anticipated traffic (General Plan policy M 2.1.14 and M 4.1.3). Which in turn supports walkable, bikeable, communities (General Plan policy LU 2.1.2) and identifies intersections where there is not sufficient time and/or space to safely separate conflicting pedestrian, bicycle, and vehicle traffic, requiring grade separated pedestrian bridges (General Plan policy M 2.1.17).

Additionally, readers should note that the CEQA portion of this report includes sections specifically addressing pedestrian, bicycle, and transit impacts, which considers the potential impact of a project on the adopted pedestrian, bicycle, and transit infrastructure plans, and thereby the community's ability to safely accommodate the needs of pedestrian, bicycle, and transit users (General Plan policy LU 2.1.2, LU 8.1.5, M2.1.14, and M2.1.15).

Below we provide an LTA process overview, discuss traffic forecasting, and describe the methods/criteria used to evaluate level-of-service (and therefore all of the General Plan policies discussed above). A discussion of the criteria for conformity to General Plan policies is included.

4.1 Process Overview

The overall analysis process was structured to identify potential adverse transportation effects related to the proposed Project.

- Traffic volumes and turning movements for the Existing 2024 condition were determined from observed traffic counts taken on Tuesday January 23, 2024, at all but two study intersections. Counts for the East Bidwell interchange, dated May 23, 2023, were provided by the City.
- EPAP 2029 volumes without the Project were based on the greater of growth from all identified reasonably foreseeable projects effecting the study intersections, or five years of growth from the travel demand model:
    - With the addition of traffic from the approved medical facilities in Folsom Ranch, growth from the approved projects was generally larger than growth from the travel demand model.
    - Travel demand model growth was based on linear interpolation between the model base year and cumulative year to estimate 2024 and 2029 traffic volumes.
    - The travel demand model was then calibrated to local conditions using the traffic counts.
    - The higher growth increment from either the approved projects or the travel demand model was used for each movement.

- The NCHRP 255 adjustment was applied to all future volume forecasts, and the 2023 traffic counts were used as a floor to protect against negative growth.

The City of Folsom and its peer review consultant determined that the resulting forecast was conservatively high and requested that results from traffic forecasting done for the City's Regional Early Action Plan (REAP) grant from SACOG be used as a cap on traffic growth along the East Bidwell corridor. That modeling was done as part of an update to the General Plan and Zoning to increase residential densities for certain infill parcels. That traffic forecast was developed using an updated version of the General Plan Travel Demand Model[11].

The final traffic forecasts used for this study therefore used the REAP grant model as a cap on future growth and existing counts as a "floor" or minimum that volumes would not drop below.

- Cumulative 2035 analysis is not addressed by this analysis. It is industry practice and OPR guidance[12] to refer to existing program-level approvals for cumulative analysis when a project is consistent with the General Plan land use designation and zoning. Cumulative impacts are best described at the city-wide level by the General Plan's traffic analysis. The Project is consistent with the General Plan and zoning. The General Plan assumed land use for this parcel is described in Appendix D of the General Plan EIR[13]. The resulting Institute of Transportation Engineers (ITE) trip generation based on the adopted land use and zoning is 15,000 daily trips[14], which is approximately three times higher than the anticipated Project trip generation (5571 daily trips) reported later in **Section 5.2** of this report.

[11] Lazzarini, Luck; M. Weir and C. Yee (2024) City of Folsom – SACOG Increasing Residential Capacities Implementation (REAP) memorandum, Kimely Horn Associates, April 17, 2024. Provided by City of Folsom.

[12] OPR (2023) Governor's Office of Planning and Research, 2023 CEQA handbook section 15168 (d)(2), online at https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf, accessed April 12, 2023.

[13] Folsom (2018) General Plan DEIR, Appendix D "Holding Capacity", online at: https://www.folsom.ca.us/home/showpublisheddocument/11553/637963489487330000, accessed April 11, 2023.

[14] 2035 General Plan (GP) DEIR land use/trip generation assumptions for APN: 072-0270-160-000

Use	Weight	Amount (ksf)	ITE LU	Description	Daily trips
Retail	30%	86.0	820	Shopping Center	3183
Service	15%	43.0	941	Quick Lub Vehicle Shop	2992
Office	10%	28.7	710	Office	311
Other	10%	28.7	820	Shopping Center	1062
Medical	10%	28.7	720	Medical Office	1033
Government	5%	14.3	739	Govt Office building	323
Food/Restaurant	20%	57.3	932	High turnover (Sit-Down) Restaurant	6143
Parcel total per General Plan EIR					**15047**

- Traffic operations were analyzed both with and without the proposed Project to identify potential violations of General Plan level-of-service policies.

4.2 Level-of-Service Methodology

Level-of-service (LOS) is a qualitative indication of the level of delay and congestion experienced by motorists using an intersection. Levels-of-service are designated by the letters A through F, with A being the best condition and F being the worst (high delay and congestion). Calculation methodologies, measures of performance, and thresholds for each letter grade differ for road segments, signalized intersections, and unsignalized intersections.

Based on guidance from City of Folsom staff, the following procedures described below for intersection and segment traffic operations analysis were selected for this study.

Intersection Traffic Operations Analysis

Signalized Intersections

The methodology from the Highway Capacity Manual (HCM) 6th Edition is used to analyze signalized intersections. Level-of-service can be characterized by the entire intersection, each approach, or by lane group. Control delay alone (the weighted average delay for all vehicles entering the intersection) is used to characterize level-of-service for the entire intersection or an approach. Control delay and volume to capacity ratio are used to characterize level-of-service for lane groups. The average delay criteria used to determine the level-of-service at signalized intersections is presented in **Table 4**.

Table 4. Level-of-service criteria for signalized intersections

Level -of-Service	Description	Average Delay[1] (Sec. /Vehicle.)
A	Very Low Delay: This level-of-service occurs when progression is extremely favorable, and most vehicles arrive during a green phase. Most vehicles do not stop at all.	≤ 10.0
B	Minimal Delays: This level-of-service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.	10.1-20.0
C	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (*service all waiting vehicles*) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1-35.0
D	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.1-55.0
E	Unstable Operation/Significant Delays: This is considered by many agencies the upper limit of acceptable delays. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	55.1-80.0
F	Excessive Delays: This level, considered to be unacceptable to most drivers, often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delay levels.	> 80.0 or v/c >1.0

Note 1: Weighted average of delay on all approaches. This is the measure used by the Highway Capacity Manual to determine level-of-service. Any movement with a volume-to-capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Source: Transportation Research Board (2022) Highway Capacity Manual 7th Edition, Washington D.C.

Unsignalized Intersections

The methodology from HCM 6th Edition is used for the analysis of unsignalized intersections. At an unsignalized intersection, most of the main street traffic is un-delayed, and, by definition, have acceptable conditions. The main street left-turn movements and the minor street movements are all susceptible to delay of varying degrees. Generally, the higher the main street traffic volumes, the higher the delay for the minor movements. Separate methods are utilized for Two-Way Stop-Controlled (TWSC) intersections and All-Way Stop-Controlled (AWSC) intersections.

- **TWSC:** The methodology for analysis of two-way stop-controlled intersections calculates an average total delay per vehicle for each minor street movement and for the major street left-turn movements, based on the availability of adequate gaps in the main street through traffic. A level-of-service designation is assigned to individual movements or combinations of movements (in the case of shared lanes) based upon delay, it is not defined for the intersection as a whole. The unsignalized intersection level-of-service reported herein is for each movement (or group of movements) based upon the respective average delay per vehicle. **Table 5** presents the average delay criteria used to determine the level-of-service at TWSC and AWSC intersections.
- **AWSC:** At all-way stop-controlled intersections, the level-of-service is determined by the weighted average delay for all vehicles entering the intersection. The methodologies for these types of intersections calculate a single weighted average delay and level-of-service for the intersection as a whole. The average delay criteria used to determine the level-of-service at all-way stop intersections is the same as that presented in **Table 5**. Level-of-service for specific movements can also be determined based on the TWSC methodology.

It is not unusual for some of the minor street movements at unsignalized intersections to have level-of-service D, E, or F conditions while the major street movements have level-of-service A, B, or C conditions. In such a case, the minor street traffic experiences delays that can be substantial for individual minor street vehicles, but the majority of vehicles using the intersection have very little delay. Usually in such cases, the minor street traffic volumes are relatively low. If the minor street volume is large enough, improvements to reduce the minor street delay may be justified, such as channelization, widening, or signalization.

Table 5. Level-of-service criteria for unsignalized intersections

Level of Service (LOS)	Description	TWSC[1] Average Delay by Movement (seconds / vehicle)	AWSC[2] Intersection Wide Average Delay (seconds / vehicle)
A	Little or no delay	< 10	< 10
B	Short traffic delay	> 10 and < 15	> 10 and < 15
C	Average traffic delays	> 15 and < 25	> 15 and < 25
D	Long traffic delays	> 25 and < 35	> 25 and < 35
E	Very long traffic delays	> 35 and < 50	> 35 and < 50
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50 (or v/c >1.0)	> 50

Note 1: Two-Way Stop-Control (TWSC) level-of-service is calculated separately for each minor street movement (or shared movement) as well as major street left turns using these criteria. Any movement with a volume to capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Note 2: All-Way Stop-Control (AWSC) assessment of level-of-service at the approach and intersection levels is based solely on control delay.

Source: Transportation Research Board (2022) Highway Capacity Manual 7th Edition, Washington D.C.

Caltrans Merge/Diverge/Weave Level-of-Service Analysis

Freeway merge/diverge segments, basic segments, and weaving segments were analyzed utilizing the methodologies outlined in Chapters 12-14 of the Highway Capacity Manual, 7th Edition (HCM 2022)[15]. Freeway operations and level-of-service are defined by density (passenger cars per mile per lane) which depends upon traffic volumes and the ramp characteristics. These characteristics include the length and type of acceleration/deceleration lanes; free-flow speeds; number of lanes; grade; and types of facilities. **Table 6** through **Table 8** shows the relationship of level-of-service to freeway density.

Table 6. Level-of-service criteria – basic freeway segment

Level of Service	Maximum Density (passenger vehicles per mile per lane)
A	0-11
B	>11-18
C	>18-26
D	>26-35
E	>35-45
F	>45, or demand exceeds capacity

Source: Transportation Research Board (2022) Highway Capacity Manual, Chapters 12, Washington, D.C.

[15] Transportation Research Board (2022) Highway Capacity Manual, 7th Edition, Washington, D.C.

Table 7. Level-of-service criteria - freeway ramp merge/diverge areas

Level of Service	Maximum Density (passenger vehicles per mile per lane)
A	0-10
B	>10-20
C	>20-28
D	>28-35
E	> 35
F	Demand exceeds capacity

Source: Transportation Research Board (2022) Highway Capacity Manual, Chapters 14, Washington, D.C.

Table 8. Level-of-service criteria - freeway weaving areas

Level of Service	Maximum Density (passenger vehicles per mile per lane)
A	0-10
B	>10-20
C	>20-28
D	>28-35
E	> 35-43
F	>43, or demand exceeds capacity

Source: Transportation Research Board (2022) Highway Capacity Manual, Chapters 13, Washington, D.C.

4.3 Standards of Significance

Level-of-service impacts of the proposed Project were determined based on the methods described above and identified as either "worsened" or "not-worsened " in the following thresholds:

Policy M 4.13 of the City of Folsom General Plan (adopted August 28, 2018) calls for the City to:

> *Strive to achieve at least traffic Level-of-Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize the use of smart technologies and innovative solutions that maximize efficiency and safety while minimizing the physical footprint. During the course of plan buildout, it may occur that temporarily higher levels-of-service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. City Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving level-of-service D or better.*

Consistent with historical practice within the City of Folsom, the General Plan EIR also includes a criterion addressing potential impacts at locations that operate at level-of-service E or F under

no-project conditions. Under that standard, a significant impact would occur if the proposed project would:

> *Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable level-of-service under "no-project" conditions.*

For the purposes of this analysis, an impact is considered potentially significant if implementation of the project would result in any of the following:

- Cause an intersection in Folsom that currently operates (or is projected to operate) at level-of-service D or better to degrade to level-of-service E or worse;
- Increase the average delay by five seconds or more at an intersection in Folsom that currently operates (or is projected to operate) at an unacceptable level-of-service E or F.

In addition, 95th percentile queue lengths are considered along with level-of-service. The computed 95th percentile queue length is the length of queue that is anticipated to be exceeded once out of every twenty signal cycles. When queues exceed the available storage length in a turn pocket and spill out to block adjacent travel lanes it invalidates level-of-service calculations. The intersection effectively operates at an unacceptable level-of-service. For this analysis, a Project related level-of-service deficiency from queueing is assumed to occur when:

- Project traffic is anticipated to cause the 95th percentile right-turn and/or left-turn queue length to exceed available storage lengths in a turn bay.
- The 95th percentile right-turn and/or left-turn queue exceeds the available storage length prior to the addition of Project traffic, and the Project is anticipated to add one or more car lengths to that 95th percentile queue length.

4.4 Analysis Tools

Control delays and level-of-service for study intersections were calculated using the Synchro/SimTraffic 12[16] software (Version 12.1, build 2, revision 8). Synchro implements the methodologies of the 7th Edition of the Highway Capacity Manual to model traffic controls and vehicle delays. The software requires data on road characteristics (geometric), traffic counts, and the signal timing data for each analysis intersection. In general, default parameters were used, except in locations where specific field data are available. Heavy vehicle percentages of 1% - 3% were assumed during the peak-hour based on traffic count data.

All level-of-service and queuing operations were evaluated using SimTraffic microsimulation. Twenty microsimulation model runs were performed for each analysis scenario. In congested networks vehicles can become "stuck" resulting in unrealistic microsimulation results. To avoid that the five worst performing simulation runs were eliminated, and then the five best performing

[16] https://www.trafficware.com/synchro-studio.html

microsimulation runs were eliminated to avoid biasing the results. The remaining 10 runs were then averaged.

The simulation runs anticipated significant westbound queueing on Iron Point Rd, east of Cavitt Dr, and northbound queueing on E. Bidwell Street, south of the westbound freeway ramps. As a quality assurance/quality control check, abated Project analysis made sure that those queues were greatly reduced with the recommended abatement measures. This is needed because having traffic queued on the edges of the area covered by the microsimulation model tends to meter/reduce the amount traffic reaching other study intersections. That metering improves traffic operations at the intersections not affected by the long queues approaching the study area. By ensuring that there is less of a metering effect at the edges of the area covered by abated Project microsimulations, we ensure that the results at all study intersections are not experiencing artificially approved upstream metering.

As an additional quality assurance/quality control check, TKTPM confirmed in the field that there is significant queueing on northbound E. Bidwell St metered by the East Bidwell interchange, and significant amounts of queueing on westbound Iron Point Rd.

5. EXISTING 2024 CONDITIONS

This section presents the Existing condition. For purposes of this study, Existing conditions represent typical midweek, non-holiday, traffic volumes in winter of 2024.

5.1 Existing 2024 Condition

Data Sources

The analysis tools require a variety of data to generate the evaluation criteria. The following sections describe data collection procedures for Existing conditions. There were three primary data elements (roadway characteristics, intersection turning movement counts, and traffic control data); and two supplementary elements (other recent studies, and field data) that comprise the data collection program for this traffic analysis.

Roadway Geometry and Usage Characteristics

The geometry and usage data for the analysis were collected through aerial photographs, field visits, and prior studies. The current intersection geometry was field validated. **Table 9** shows the key items included in the geometric data and the source for each item.

Table 9. Key items and sources for geometry and usage data

Key Item	Source
Lane configurations and width	Aerial photographs and field visits
Lane utilization	Prior studies, aerial photographs, and field visits
Intersection spacing	Aerial photographs and field visits
Length of storage bays	Aerial photographs and field visits
Transit stops and routes	Transit schedules, aerial photographs, and field visits
Turn prohibitions or allowance	Aerial photographs, field visits, and traffic counts

Lane configurations and width – These data specify the number of lanes and the width of the roadway in each direction, and the directional turns that are allowed from each lane.

Lane utilization – These data specify how lanes are used by drivers, such as traffic distribution between lanes on a multi-lane roadway.

Intersection spacing – These data refer to the distance (in feet) between intersections.

Length of storage bays – These data refer to the length (in feet) of available storage for left-turning or right-turning vehicles where exclusive turn lanes are available. It is collected for right-turn lanes when the parking lane is used as a right-turn lane.

Transit stops and routes – A transit stop is an area where passengers await, board, alight, and transfer between transit vehicles. A transit route is the roadway that transit vehicles operate on.

Turn prohibitions or allowance – These data specify if right turns on red (RTOR) are allowed on the roadway.

Intersection Turning Movement Counts

Existing morning and evening peak period vehicle and pedestrian turning movement counts were collected at study intersections on Thursday January 23, 2024. Traffic count data sheets are provided in **Appendix B** of this report. Peak-hour traffic counts were used to conduct the intersection level-of-service analysis. Where appropriate turning movement counts at consecutive intersections were balanced by adding traffic to conservatively reflect existing traffic flows. Observed intersection peak-hour factors (PHF) were applied. **Figure 8** provides a summary of the intersection lane geometry and peak period turning movements under Existing conditions.

Existing Condition Intersection Level-of-Service

Table 10 and **Table 11** present a summary of level-of-service results and a comparison of 95th percentile queue lengths at the study intersections under Existing conditions. The 95th percentile queue length is the length of queue that is anticipated to be exceeded 5% of the time, or one out of every 20 cycles of the traffic signal. The resulting tables include color coded highlighting of some data. Grey highlights denote level-of-service or queueing that is inconsistent with adopted General Plan policies, but that are not created or worsened by Project traffic. There is also data that appears in a red font, those reflect queueing on through-lanes. Those data are used as a quality assurance quality control checks at intersections 10 and 15, and to identify where through queues may extend through adjacent intersections at intersections 5, 6, and 7.

Four intersections have been identified that fail to meet the General Plan level-of-service standard.

- East Bidwell St/Iron Point Rd is anticipated to operate at level-of-service E during the AM and PM peak-hours.
- East Bidwell St/westbound US 50 offramp is anticipated to operate at level-of-service F during the AM peak hour and E during the PM peak-hour.
- East Bidwell St/eastbound US 50 offramp is anticipated to operate at level-of-service F during the AM and PM peak-hours.
- Iron Point Rd/Cavitt Dr is anticipated to operate at level-of-service E during the AM peak-hour and F during the PM peak-hour.

Seven of the study intersections have calculated 95th percentile queue lengths that exceed available storage prior to the addition of Project traffic:

- East Bidwell St/Scholar Way,
- East Bidwell St/Power Center Dr,
- East Bidwell St/Broadstone Pkwy,
- East Bidwell St/Via Sole,
- East Bidwell St/Iron Point Rd,
- East Bidwell/westbound US 50 offramp, and
- Iron Point Rd/Cavitt Dr.

These locations are highlighted with gray in **Table 10**. Calculation sheets for intersection delay, level-of-service, and queueing are provided in **Appendix C**.

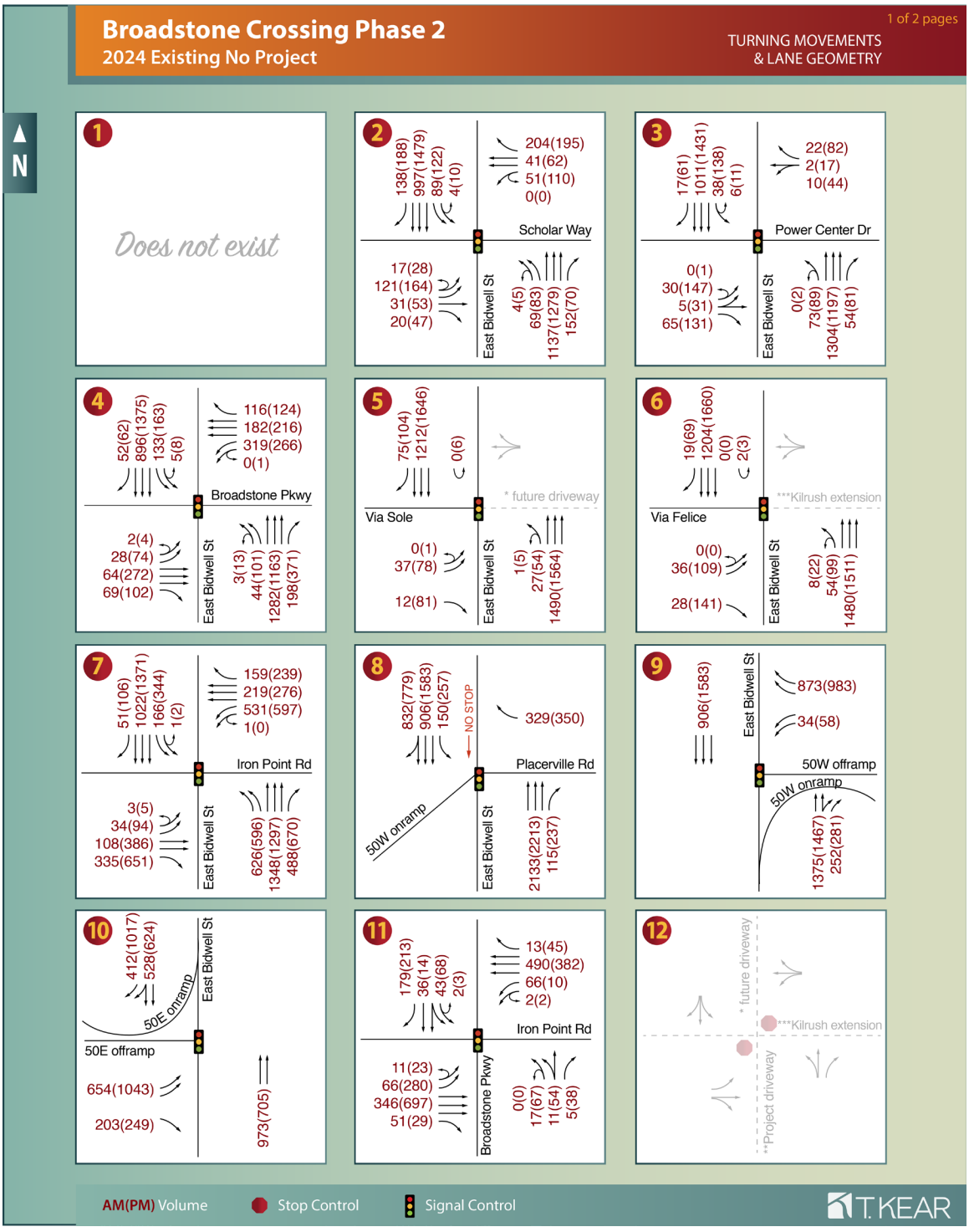


Figure 8. Existing 2024 condition turn movements and geometry

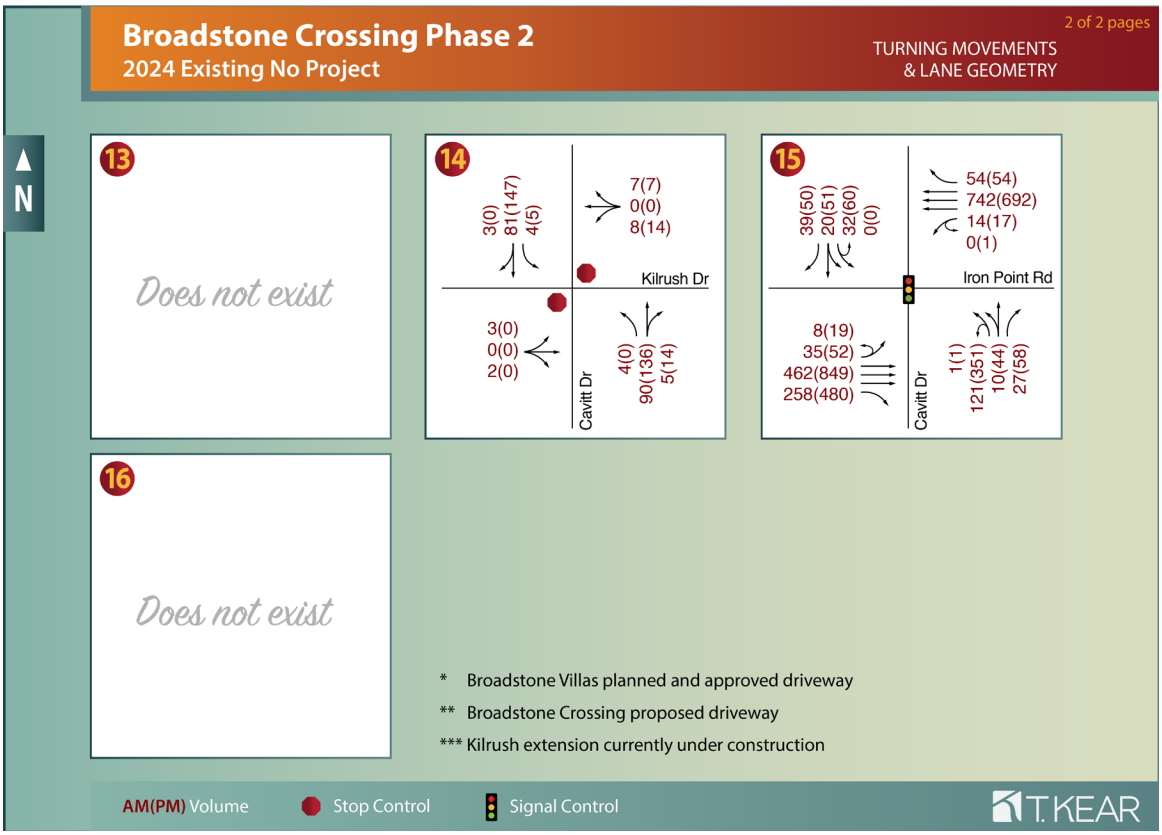


Figure 8. Existing 2024 condition turn movements and geometry (continued)

Table 10. Existing 2023 intersection peak-hour delay and level-of-service (LOS)

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2024 AM No Project	2024 PM No Project
2	E. Bidwell/ Scholar	Signal	13.4 / B	19.6 / B
		EBL 200	151	181
		WBL 200	93	170
		NBL 250	74	94
		SBL 230	129	234
3	E. Bidwell/ Power Center	Signal	7.4 / A	18.2 / B
		NBL 185	119	167
		SBL 240	93	246
4	E. Bidwell/ Broadstone	Signal	20.5 / C	21.9 / C
		EBL 230	42	86
		WBL 240	251	216
		NBL 230	68	120
		SBL 230	143	175
5	E. Bidwell/ Via Sole	Signal	1.7 / A	4.2 / A
		EBL 75	57	102
		WBL n/a	N/A	N/A
		NBL 250	61	121
		SBL 250	0	27
		NBT 775	58	188
		SBT 539	121	101
6	E. Bidwell/ Via Felice	Signal	2.5 / A	7.4 / A
		EBL N/A, AWSC @ 75’	66	170
		WBL n/a	N/A	N/A
		NBL 250	91	203
		SBL 250	12	19
		NBT 785	94	243
		SBT 775	146	286

Table 10. Existing 2023 intersection peak-hour delay and level-of-service (LOS) continued

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2024 AM No Project	2024 PM No Project
7	E. Bidwell/ Iron Point	Signal	57.7 / E	65.4 / E
		EBL 280	57	133
		WBL 240	372	344
		NBL 260	360	386
		SBL 440	156	335
		NBT 546	561	673
		SBT 785	375	488
8	E. Bidwell/ Placerville	Signal	33.1 / C	19.6 / B
		SBL 250	119	200
9	E. Bidwell/ WB Ramps	Signal	127.1 / F	55.8 / E
		WB (1560' ramp)	1623	938
10	E. Bidwell/ EB Ramps	Signal	351.6 / F	82.1 / F
		EB (1815' ramp)	1618	1588
		NB	3771	850
11	Broadstone/ Iron Pt	Signal	6.5 / A	9.8 / A
		EBL 225	54	154
		WBL 240	49	25
		SBL 230	35	52
12	Kilrush/ Driveway 1	AWSC	Does Not Exist	
		EBL 190		
		WB 261		
14	Cavitt/ Kilrush	TWSC	3.8 (EB) / A	3.6 (WB) / A
		NBL 90	6	0
		SBL 90	4	8
15	Iron Pt/ Cavitt	Signal	57.2 / E	126 / F
		EBL 200	68	124
		WBL 200	186	229
		NBL 250	118	387
		SBL 160	20	42
		WB	1302	1798
16	Iron Pt/Driveway 2	TWSC	Does Not Exist	

* Worst approach or movement on multi-lane approaches

Table 11. Existing 2024 freeway segment density / level-of-service

ID	Description	Segment Type	2024 AM No Project	2024 PM No Project
Westbound				
A	E. Bidwell diagonal offramp	Diverge	16.8 / B	17.2 / B
B	E. Bidwell diagonal onramp	Merge	17.9 / B	15.3 / B
Eastbound				
C	E. Bidwell diagonal offramp	Diverge	15.0 / B	21.1 / C
D	E. Bidwell diagonal onramp	Merge	11.9 / B	17.8 / B

Note: density has units of passenger cars per hour per lane mile.

5.2 Assessment of Proposed Project

Trip Generation

Traffic generated by the proposed Project was based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021), and is provided in **Table 12** and **Table 13** below for vehicles and pedestrians respectively. Pedestrian trips are not typically directly modeled in LTAs, however, they were deemed important for this study as a significant number of those new trips would be anticipated to cross East Bidwell Street which in turn would break the coordinated traffic signal timing along East Bidwell Street. Thus, pedestrian trips were estimated to ensure that propensity for pedestrian signal calls at affected intersections could be adequately represented in the with-Project microsimulation models.

Table 12. Project vehicle trip generation

Use	Land Use	Size	Metric	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out	Notes
Office	ITE #710	94.34	Rate	11.7	1.69	88%	12%	1.68	17%	83%	AM and PM are peak hour of Adj. street traffic.
			bases	Equation	Equation			Equation			
			Trips	1103	159	140	19	158	27	131	
Medical Office	ITE #720	106.5	Rate	42.0	3.74	59%	41%	5.26	40%	60%	AM and PM are peak hour of generator.
			bases	Equation	Average rate			Equation			
			Trips	4468	382	225	157	560	224	336	
Total			**Trips**	**5571**	**541**	**365**	**176**	**718**	**251**	**467**	

Table 13. Project pedestrian trip generation

Description	ITE Land Use	Quantity	AM Walk Trips	PM Walk Trips	Notes
Broadstone Crossing Office	#710	94.34 ksf	17	21	ITE Rate: Walk+bike+Transit peak hour of Adjacent Street (Average Rate)
Broadstone Crossing Medical Office Building	#720	106.5 ksf	43	70	Scaled from LU #710 using peak hour trip generation
Broadstone Villas Multi-Family	#221	257 DU	15	18	ITE Rate: Walk+bike+Transit peak hour of Adjacent Street (Average Rate)
Total			**75**	**109**	

Trip Distribution and Assignment

Trip distribution was based on observed traffic counts and select zone analysis within the travel demand model, and nearby projects. Project trip distribution and assignment for existing 2024 and EPAP 2029 Conditions are shown in **Figure 9**. The resulting assignment of Project trips is provided in **Figure 10**.



Figure 9. Project trip distribution for Existing 2024 and EPAP 2029 conditions

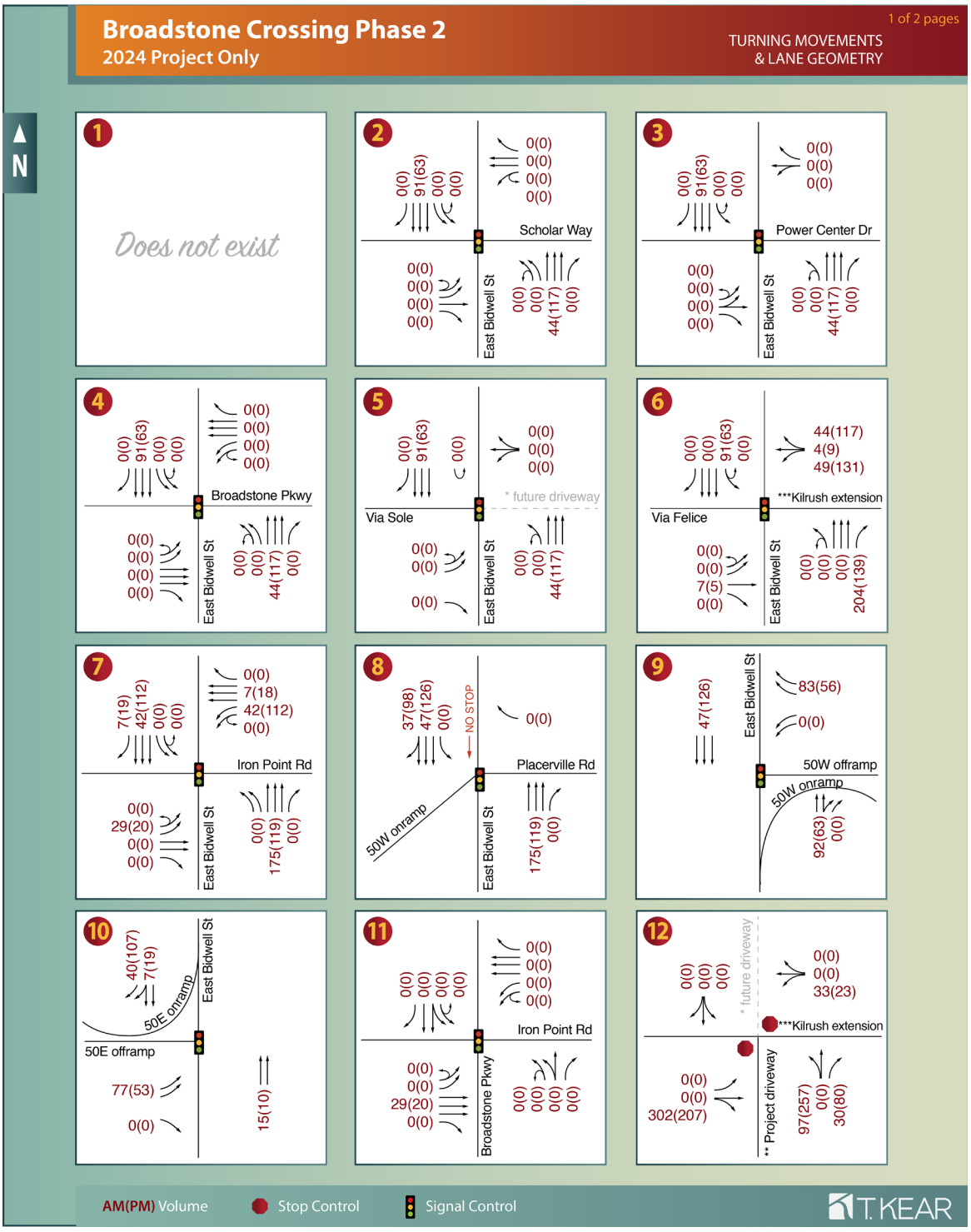


Figure 10. Project trip assignment

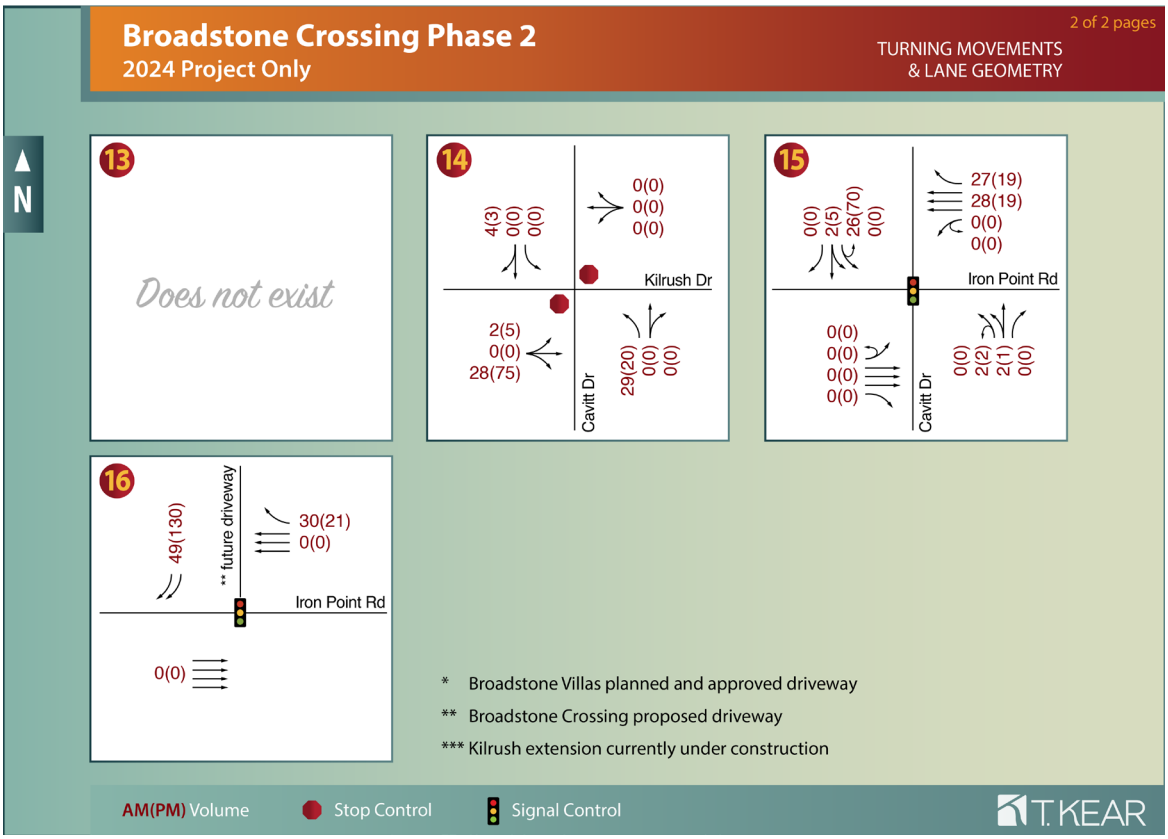


Figure 10. Project trip assignment (continued)

5.3 Existing 2024 with Project Conditions

Peak-hour traffic associated with the Project was added to the Existing 2024 turning volumes at each intersection. Delay and level-of-service were determined at the study intersections and segments. **Figure 11** summarizes the turning movements and lane configurations for the Existing with Project condition. **Table 14** and **Table 15** presents a summary of the level-of-service and queuing calculations at the study intersections. The result tables include color coded highlighting of some data. Grey highlights denote level-of-service or queueing that is inconsistent with adopted General Plan policies, but that are not created or worsened by Project traffic. Orange highlights denote level-of-service or queueing that is inconsistent with adopted General Plan policies which are created by or worsened by Project traffic. There is also data that appears in a red font, those reflect queueing on through-lanes. Those data are used as a quality assurance quality control check at intersections 10 and 15, and to identify where through queues may extend through adjacent intersections at intersections 5, 6, and 7.

There are two locations where Project traffic is anticipated to create new or worsen existing level-of-service:

- East Bidwell St/eastbound US 50 offramp is anticipated to operate at level-of-service F during the AM and PM peak-hours. The AM level-of-service F condition has more than 5 seconds of increased delay which is considered a Project related deficiency. (The PM level-of-service F condition has less than 5 seconds of increased delay which is not considered a Project related deficiency.)
- Iron Point Rd/Cavitt Dr is anticipated to operate at level-of-service E during the AM peak-hour and F during the PM peak-hour. Project traffic increases delays by more than 5 seconds which is considered a Project related deficiency.

There are two study intersections where Project traffic is anticipated to create new or worsens existing 95th percentile queue lengths:

- East Bidwell St/Kilrush Dr (via Felice),
- East Bidwell St/Iron Point Rd

These locations are highlighted with orange fill in **Table 14**; except for level-of-service at the Iron Point Rd/Project driveway intersection which remains in a grey highlight as that deficiency occurs on private property and is not subject to the City level-of-service policy. Calculation sheets for intersection delay, level-of-service, and queueing are provided in **Appendix C**. Abatement measures that address the Project related deficiencies are provided in **Section 7** of this report.

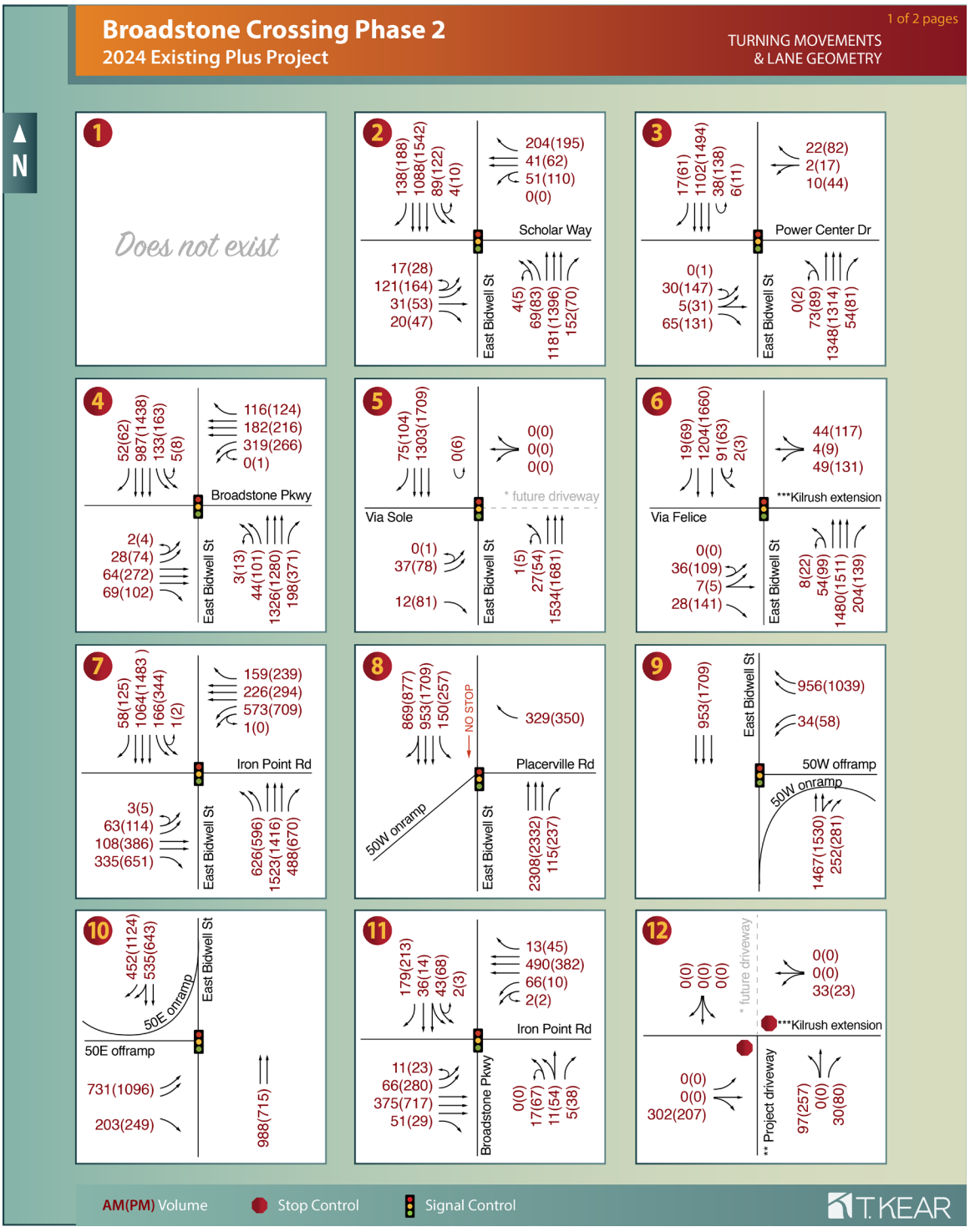


Figure 11. Existing 2024 with Project condition turning movements and lane geometry

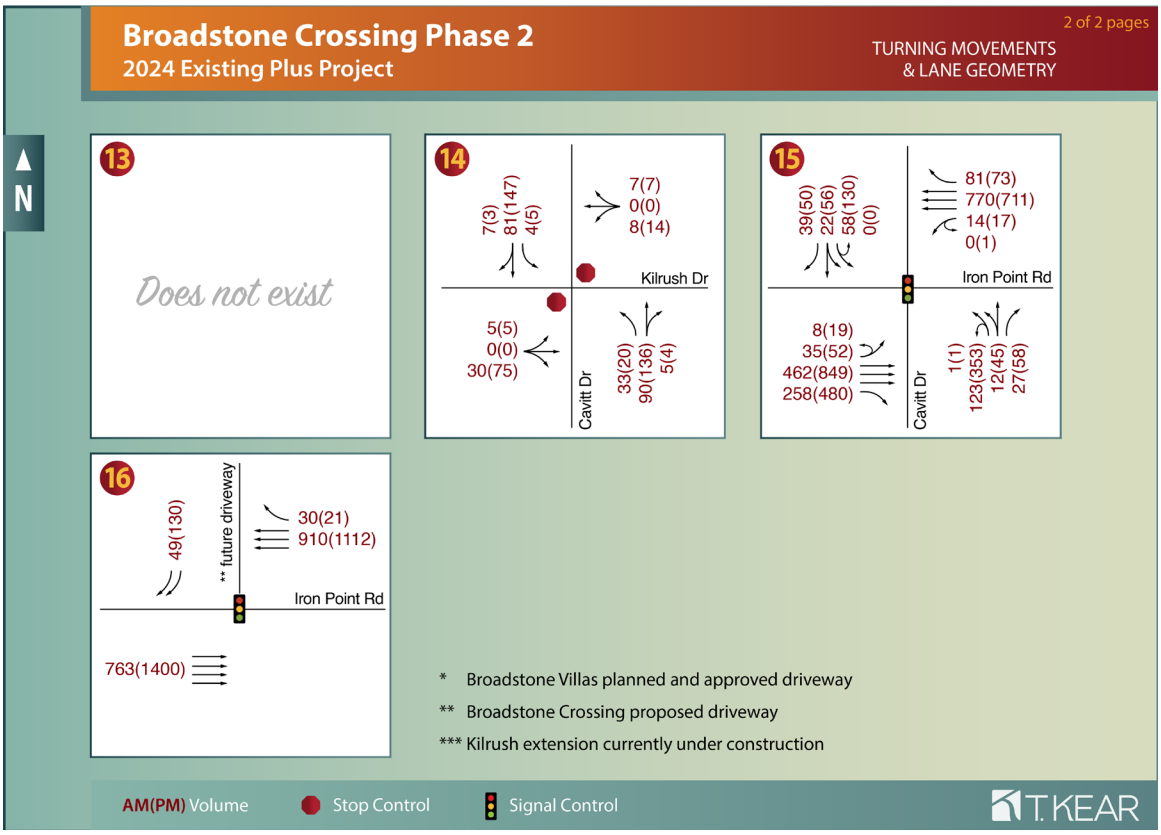


Figure 11. Existing 2024 with Project condition turning movements and lane geometry (continued)

Table 14. Existing 2024 intersection delay and level-of-service (LOS), with and without Project

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2024 AM No Project	2024 PM No Project	2024 AM With Project	2024 PM With Project
2	E. Bidwell/ Scholar	Signal	13.4 / B	19.6 / B	13.9 / B	18.3 / B
		EBL 200	151	181	150	180
		WBL 200	93	170	91	169
		NBL 250	74	94	103	105
		SBL 230	129	234	132	229
3	E. Bidwell/ Power Center	Signal	7.4 / A	18.2 / B	7.7 / A	19 / B
		NBL 185	119	167	143	165
		SBL 240	93	246	88	271
4	E. Bidwell/ Broadstone	Signal	20.5 / C	21.9 / C	19.9 / B	21.8 / C
		EBL 230	42	86	37	85
		WBL 240	251	216	226	217
		NBL 230	68	120	102	155
		SBL 230	143	175	161	176
5	E. Bidwell/ Via Sole	Signal	1.7 / A	4.2 / A	1.8 / A	4.5 / A
		EBL 75	57	102	63	106
		WBL n/a	N/A	N/A	N/A	N/A
		NBL 250	61	121	60	123
		SBL 250	0	27	0	30
		NBT 775	58	188	113	275
		SBT 539	121	101	112	152
6	E. Bidwell/ Via Felice	Signal	2.5 / A	7.4 / A	26 / C	35.8 / D
		EBL N/A, AWSC @ 75’	66	170	83	229
		WBL n/a	N/A	N/A	89	273
		NBL 250	91	203	165	273
		SBL 250	12	19	225	280
		NBT 785	94	243	382	412
		SBT 775	146	286	418	648

Table 14. Existing 2024 intersection delay and level-of-service (LOS), with and without Project continued

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2024 AM No Project	2024 PM No Project	2024 AM With Project	2024 PM With Project
7	E. Bidwell/ Iron Point	Signal	57.7 / E	65.4 / E	60.9 / E	70.3 / E
		EBL 280	57	133	80	298
		WBL 240	372	344	357	341
		NBL 260	360	386	354	404
		SBL 440	156	335	177	447
		NBT 546	561	673	563	682
		SBT 785	375	488	545	656
8	E. Bidwell/ Placerville	Signal	33.1 / C	19.6 / B	32.2 / C	18.8 / B
		SBL 250	119	200	117	197
9	E. Bidwell/ WB Ramps	Signal	127.1 / F	55.8 / E	110.4 / F	57.4 / E
		WB (1560' ramp)	1623	938	1275	1113
10	E. Bidwell/ EB Ramps	Signal	351.6 / F	82.1 / F	377.1 / F	85.9 / F
		EB (1815' ramp)	1618	1588	1545	1609
		NB	3771	850	3869	1016
11	Broadstone/ Iron Pt	Signal	6.5 / A	9.8 / A	6.3 / A	9.3 / A
		EBL 225	54	154	46	156
		WBL 240	49	25	51	19
		SBL 230	35	52	30	48
12	Kilrush/ Driveway 1	AWSC	Does Not Exist			4 / A
		EBL 190				122
		WB 261				42
14	Cavitt/ Kilrush	TWSC	3.8 (EB) / A	3.6 (WB) / A	3.3 (EB) / A	3.5 (WB) / A
		NBL 90	6	0	16	17
		SBL 90	4	8	3	4
15	Iron Pt/ Cavitt	Signal	57.2 / E	126 / F	69.8 / E	141 / F
		EBL 200	68	124	65	110
		WBL 200	186	229	223	234
		NBL 250	118	387	114	390
		SBL 160	20	42	33	90
		WB	1302	1798	1445	1793
16	Iron Pt/Driveway 2	TWSC	Does Not Exist		303.6 (SB) / F	391.7 (SB) / F

* Worst approach or movement on multi-lane approaches)

Table 15. Existing 2024 freeway segment density / level-of-service, with and without Project

ID	Description	Segment Type	2024 AM No Project	2024 PM No Project	2024 AM With Project	2024 PM With Project
Westbound						
A	E. Bidwell diagonal offramp	Diverge	16.8 / B	17.2 / B	17.6 / B	17.7 / B
B	E. Bidwell diagonal onramp	Merge	17.9 / B	15.3 / B	18.0 / C	15.8 / B
Eastbound						
C	E. Bidwell diagonal offramp	Diverge	15.0 / B	21.1 / C	15.7 / B	21.6 / C
D	E. Bidwell diagonal onramp	Merge	11.9 / B	17.8 / B	12.1 / B	18.2 / C

Note: density has units of passenger cars per hour per lane mile

6. EXISTING PLUS APPROVED PROJECTS (EPAP) 2029 CONDITIONS

This section presents existing condition traffic plus traffic from planned and approved projects that are reasonably expected to be constructed by the time the Project is constructed, corresponding to roughly five years' worth of growth.

6.1 EPAP 2029 Growth Increment

Five-year traffic forecasts were developed from both the travel demand model growth increment and the growth from approved projects, taking the higher growth increment for each turning movement; then applying existing counts as a minimum traffic volume and 2035 forecasts provided by the City as a cap on volumes (see discussion in **Section 4.1**).

- Travel demand model growth was estimated from 2015 and 2035 model runs, interpolated to 2024 to derive a local calibration factor. The calibrated model was then interpolated to 2029 with estimated turning movements being based on the NCHRP 255 adjustment methodology.
- As stated in **Section 2.1**, several projects were then specifically accounted for to ensure that the growth from key approved projects was fully accounted for. Specific approved projects included in this scenario are:
    - Dignity Health
    - UC Davis Health
    - Alder Creek Marketplace
    - Shops at Folsom Ranch
    - Absorption of 2500 of the approved dwelling units in Folsom Ranch
    - Villas at Broadstone
    - Avenida Folsom Apartments
    - Folsom Corporate Center Apartments
    - AC Hotel
    - Expanded Kaiser facility (west of the Palladio)
    - Expanded Kaiser facility (west of the Palladio)
    - Town Center North (this is a parcel map change but not a development application and has no EPAP traffic associated with it at this time)
    - (Note that the Scholar Way apartments were occupied at the time when traffic counts were conducted, and that traffic is captured under existing conditions.)
- Existing traffic counts were then used as a "floor "for the turning movement forecasts and the cumulative forecasts from the City were used as an upper limit on turning movement counts. These adjustments were made in coordination with City.

6.2 EPAP 2029 Conditions

The EPAP conditions analysis utilizes starting lane configurations and signal timing plans from the Existing conditions. Five intersections are assumed to be modified under EPAP 2029 conditions:

- **Intersection 5 (East Bidwell St/Via Sole)** is assumed to have an eastern leg accessing the Villas at Broadstone apartments. Split phasing for the eastbound and westbound approaches was assumed for the traffic signal.
- **Intersection 6 (East Bidwell St/Via Felice)** is assumed to have an eastern leg formed by the extension of Kilrush Dr. Split phasing for the eastbound and westbound approaches was assumed for the traffic signal.

- **Intersection 7 (East Bidwell St/Iron Point Rd)** was assumed to have a re-striped westbound approach consisting of a triple left turn, two through lanes, and a right turn lane[17]. The triple left is in a two-lane pocket, so the 3rd left turn lane is a trap lane. The right turn lane is also in a pocket. To avoid conflicts between swept path of eastbound and westbound left turns with the triple left, those movements are not permitted to operate concurrently.
- **Intersection 8 (East Bidwell St/Placerville Rd)** is assumed to have the southbound approach restriped so that there is a trap right turn, a through-right, a through, and a left turn. This configuration allows two southbound lanes to access US 50 westbound.
- **Intersection 12 (Kilrush Dr/driveway access)** is assumed to halve a northern leg accessing the Villas at Broadstone apartments.

Figure 12 summarizes the turning movements and lane configurations for the EPAP 2029 conditions scenario. **Table 16** and **Table 17** present a summary of level-of-service results for the study intersections under EPAP 2029 conditions. The resulting tables include color coded highlighting of some data. Grey highlights denote level-of-service or queueing that is inconsistent with adopted General Plan policies, but that are not created or worsened by Project traffic. There is also data that appears in a red font, those reflect queueing on through-lanes. Those data are used as a quality assurance quality control check at intersections 10 and 15, and to identify where through queues may extend through adjacent intersections at intersections 5, 6, and 7.

Three study intersections are anticipated to have a deficient level-of-service E or F.

- East Bidwell St/Iron Point Rd is anticipated to operate at level-of-service E during the AM peak-hour and F during the PM peak-hour.
- East Bidwell St/westbound US 50 offramp is anticipated to operate at level-of-service F during the AM peak hour.
- East Bidwell St/eastbound US 50 offramp is anticipated to operate at level-of-service F during the AM and PM peak-hours.

Seven study intersections have calculated 95th percentile queue lengths that exceed available storage prior to the addition of Project traffic:

- East Bidwell St / Scholar Way,
- East Bidwell St /Power Center Dr,
- East Bidwell St / Broadstone Pkwy,
- East Bidwell St /Via Sole,
- East Bidwell St /Iron Point Rd,
- Iron Point Rd/Cavitt Dr.

These locations are highlighted with gray fill in **Table 16**. Calculation sheets for intersection delay, level-of-service, and queueing are provided in **Appendix C**.

[17] Dave Stanek (2022) East Bidwell Street/Iron Point Road Traffic Analysis memorandum, Fehr and Peers, September 13, 2022, provided by City of Folsom.

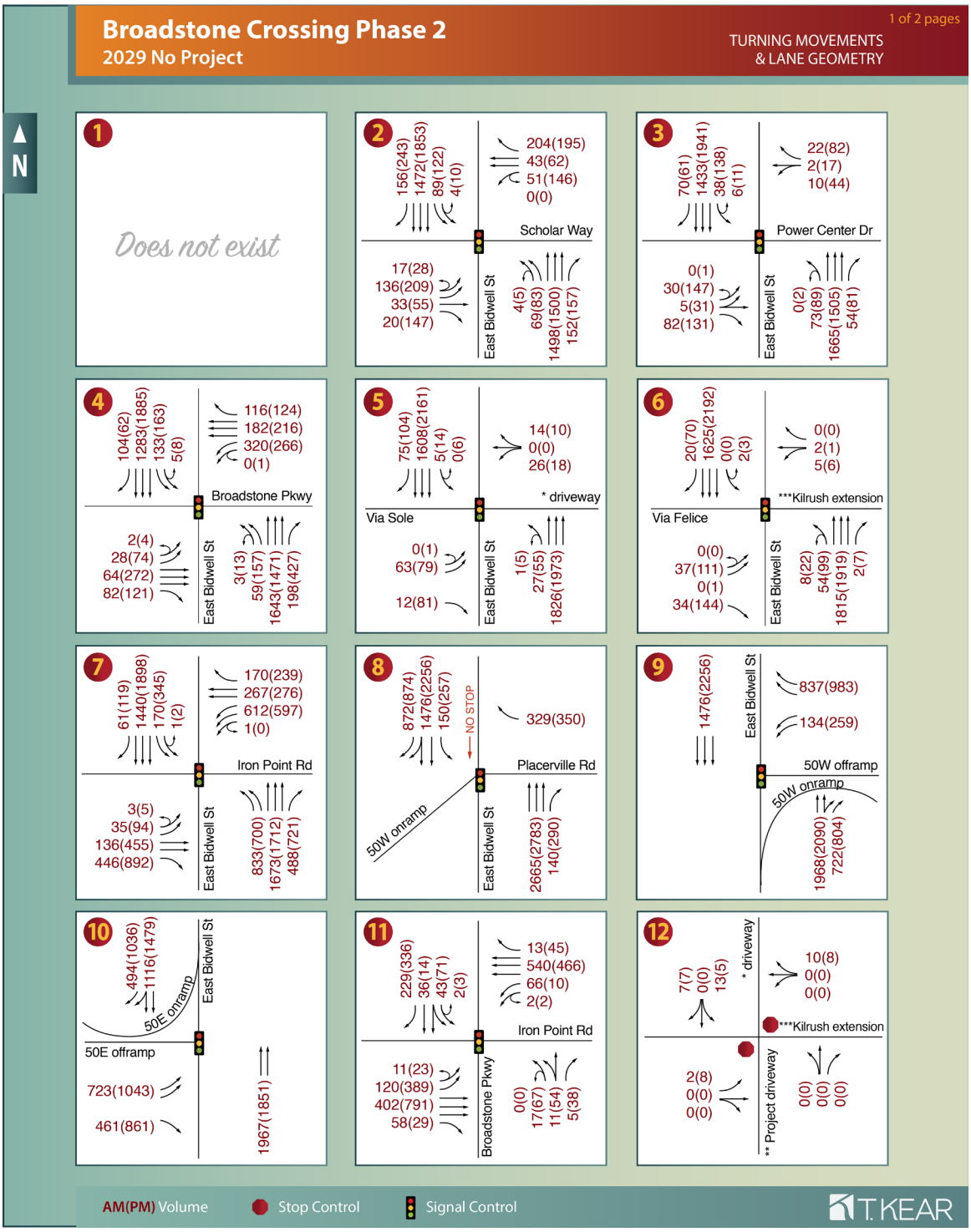


Figure 12. EPAP 2029 condition turning movements and geometry

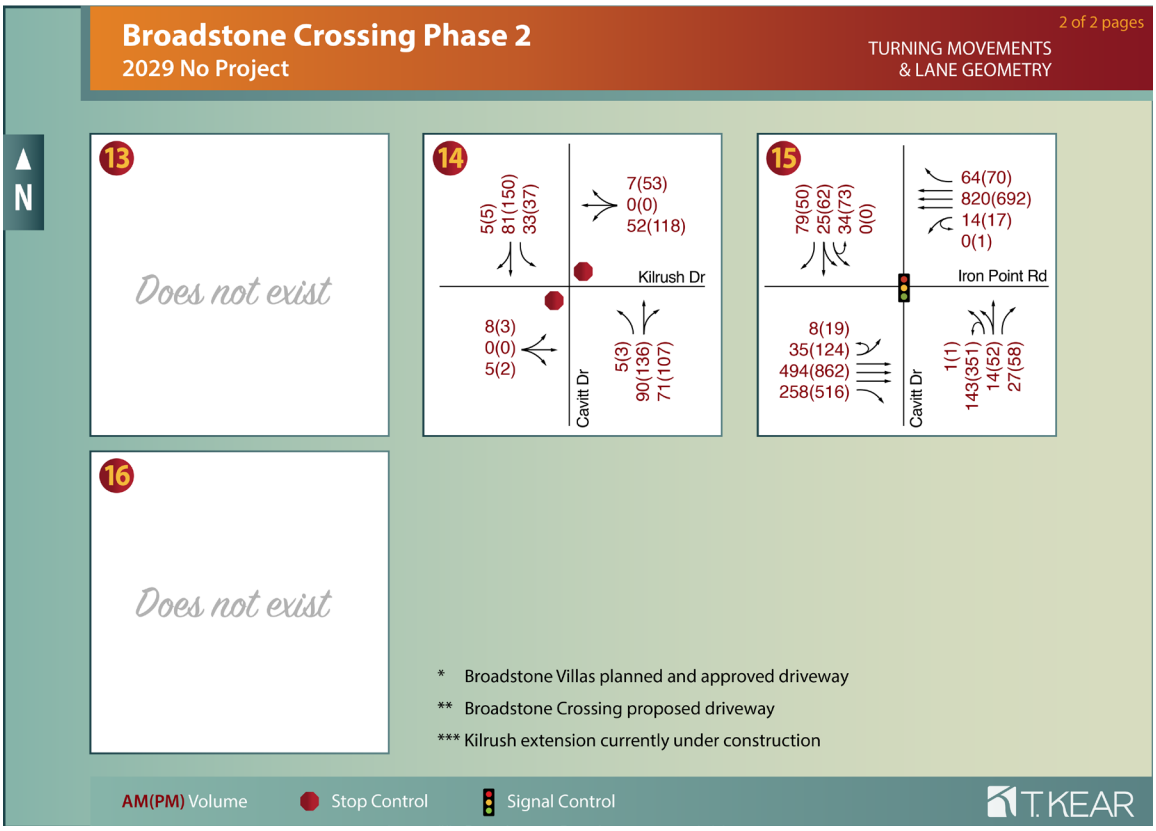


Figure 12. EPAP 2029 condition turning movements and geometry (continued)

Table 16. EPAP 2029 intersection delay and level-of-service

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2029 AM No Project	2029 PM No Project
2	E. Bidwell/ Scholar	Signal	12.2 / B	17.8 / B
		EBL 200	162	210
		WBL 200	91	210
		NBL 250	78	114
		SBL 230	155	269
3	E. Bidwell/ Power Center	Signal	7.8 / A	25.5 / C
		NBL 185	103	139
		SBL 240	111	326
4	E. Bidwell/ Broadstone	Signal	18.9 / B	29 / C
		EBL 230	46	87
		WBL 240	239	240
		NBL 230	64	189
		SBL 230	182	256
5	E. Bidwell/ Via Sole	Signal	11 / B	29.3 / C
		EBL 75	105	145
		WBL n/a	62	59
		NBL 250	49	139
		SBL 250	44	198
		NBT 775	233	419
		SBT 539	397	743
6	E. Bidwell/ Via Felice	Signal	8.2 / A	40 / D
		EBL N/A, AWSC @ 75’	70	218
		WBL n/a	17	17
		NBL 250	70	176
		SBL 250	12	72
		NBT 785	180	238
		SBT 775	433	963
7	E. Bidwell/ Iron Point	Signal	58.6 / E	80.6 / F
		EBL 280	50	121
		WBL 240	580	406
		NBL 260	355	401
		SBL 440	318	607
		NBT 546	563	705
		SBT 785	567	699

Table 16. EPAP 2029 intersection delay and level-of-service continued

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2029 AM No Project	2029 PM No Project
8	E. Bidwell/ Placerville	Signal	31.9 / C	15.1 / B
		SBL 250	118	176
9	E. Bidwell/ WB Ramps	Signal	108.1 / F	38 / D
		WB (1560' ramp)	1376	727
10	E. Bidwell /EB Ramps	Signal	400.7 / F	222.5 / F
		EB (1815' ramp)	1457	1300
		NB	3087	3265
11	Broadstone/ Iron Pt	Signal	6.6 / A	10.7 / B
		EBL 225	83	208
		WBL 240	49	22
		SBL 230	30	51
12	Kilrush/ Driveway 1	AWSC	2.5 / A	2.6 / A
		EBL 190	10	26
		WB 261	25	25
14	Cavitt/ Kilrush	TWSC	3.8 (WB) / A	5.3 (WB) / A
		NBL 90	7	6
		SBL 90	17	21
15	Iron Pt/ Cavitt	Signal	13.7 / B	42.7 / D
		EBL 200	63	150
		WBL 200	34	196
		NBL 250	95	283
		SBL 160	26	55
		WB	267	1046
16	Iron Pt/Driveway 2	TWSC	Does Not Exist	

* Worst approach or movement on multi-lane approaches

Table 17. EPAP 2029 freeway segment density / level-of-service

ID	Description	Segment Type	2029 AM No Project	2029 PM No Project
Westbound				
A	E. Bidwell diagonal offramp	Diverge	18.5 / B	18.4 / B
B	E. Bidwell diagonal onramp	Merge	20.5 / C	17.6 / B
Eastbound				
C	E. Bidwell diagonal offramp	Diverge	17.7 / B	24.7 / C
D	E. Bidwell diagonal onramp	Merge	12.1 / B	15.6 / B

Note: density has units of passenger cars per hour per lane mile

6.3 EPAP 2029 with Project Conditions

Peak-hour traffic associated with the Project was added to anticipated EPAP 2029 turning volumes at each intersection. Delay and level-of-service were then determined at the study intersections. **Figure 13** summarizes the turning movements and lane configurations for the EPAP 2029 with Project conditions.

Table 18 and **Table 19** present a summary of the level-of-service and queueing results for the study intersections. The result tables include color coded highlighting of some data. Grey highlights denote level-of-service or queueing that is inconsistent with adopted General Plan policies, but that are not created or worsened by Project traffic. Orange highlights denote level-of-service or queueing that is inconsistent with adopted General Plan policies which are created by or worsened by Project traffic. There is also data that appears in a red font, those reflect queueing on through-lanes. Those data are used as a quality assurance quality control check at intersections 10 and 15, and to identify where through queues may extend through adjacent intersections at intersections 5, 6, and 7.

There are three locations with anticipated level-of-service deficiency that the Project is anticipated to create or worsen:

- East Bidwell St / Power Center Dr is anticipated to operate at level-of-service E during the PM peak hour with more than 5 seconds of increased delay, which is considered to be Project related deficiency.
- East Bidwell St / Kilrush Dr extension (Via Felice) is anticipated to operate at level-of-service E during the PM peak hour with more than 5 seconds of increased delay, which is considered to be Project related deficiency.
- East Bidwell St/Iron Point Rd is anticipated to operate at level-of-service E during the AM peak-hour and F during the PM peak-hour. The AM peak hour delay increases by more than 5 seconds which is considered a Project related deficiency. (PM peak hour delay is increased by less than 5 seconds which is not considered to be a Project related impact.)

There are seven study intersections where Project traffic is anticipated to create new or worsens existing 95th percentile queue lengths:

- East Bidwell St / Scholar Way,
- East Bidwell St /Power Center Dr,
- East Bidwell St / Broadstone Pkwy,
- East Bidwell St /Via Sole,
- East Bidwell St /Via Felice,
- East Bidwell St /Iron Point Rd,
- Iron Point Rd/Cavitt Dr.

These locations are highlighted with orange fill in **Table 14**. Calculation sheets for intersection delay, level-of-service, and queueing are provided in **Appendix C**. Abatement measures that address the Project related deficiencies are provided in **Section 7** of this report.

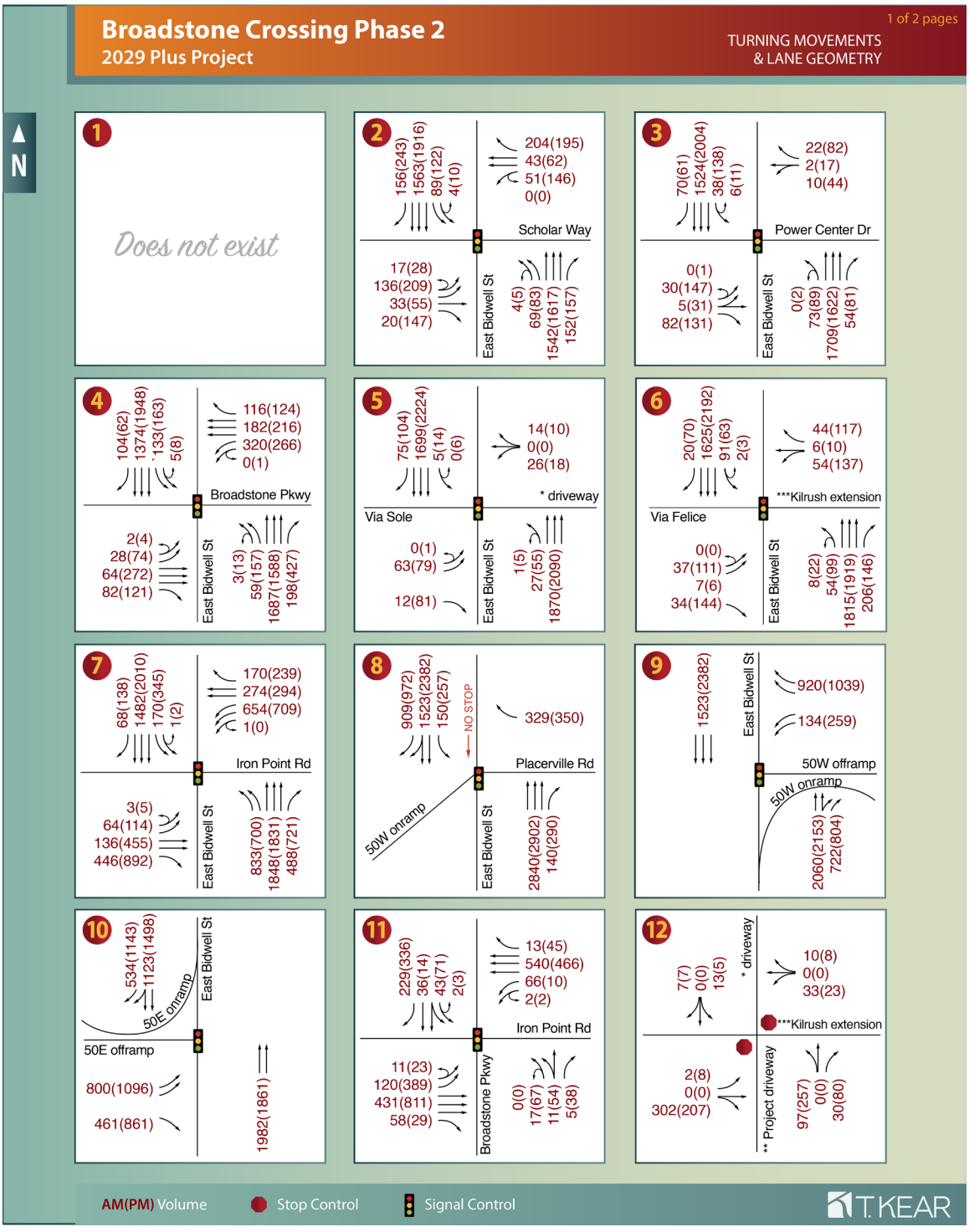


Figure 13. EPAP 2029 with Project turning movements and lane geometry

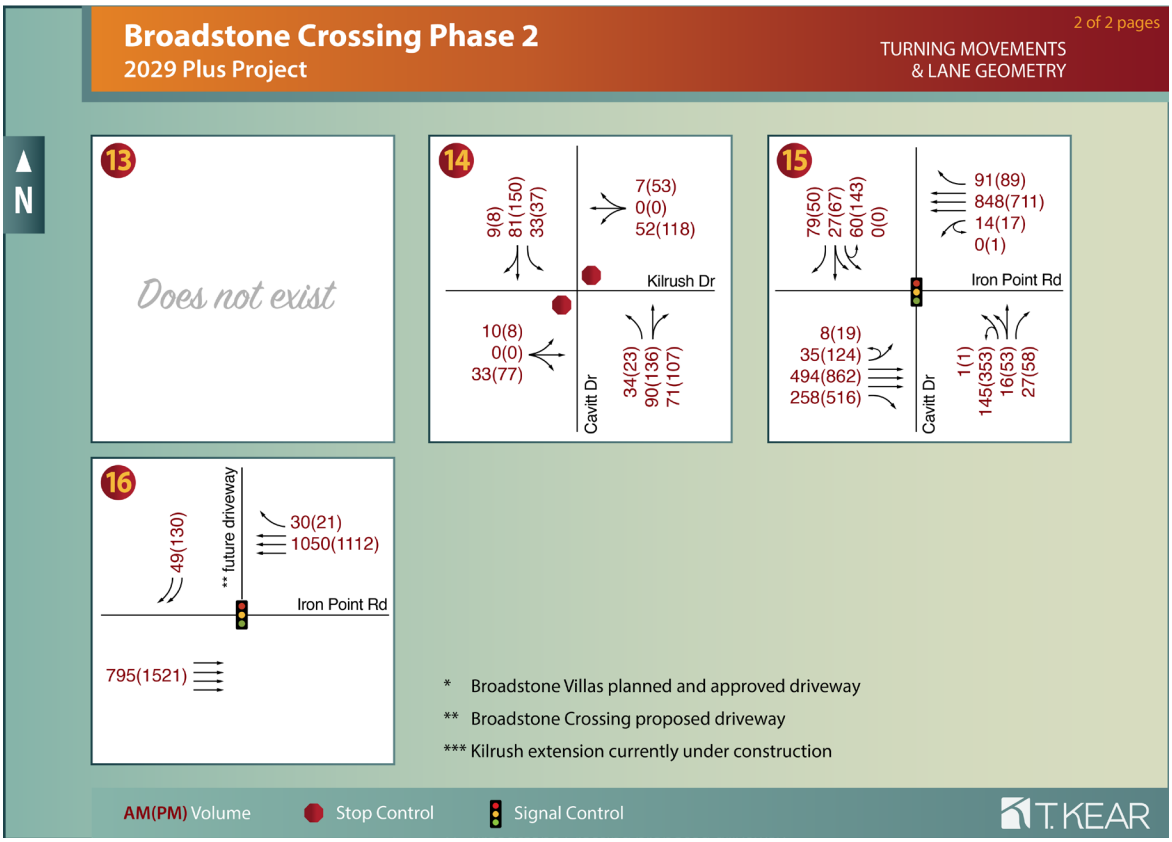


Figure 13. EPAP 2029 with Project turning movements and lane geometry (continued)

Table 18. EPAP 2029 intersection delay and level-of-service, with and without Project

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2029 AM No Project	2029 PM No Project	2029 AM With Project	2029 PM With Project
2	E. Bidwell/ Scholar	Signal	12.2 / B	17.8 / B	11.9 / B	23.6 / C
		EBL 200	162	210	148	227
		WBL 200	91	210	88	231
		NBL 250	78	114	67	98
		SBL 230	155	269	166	317
3	E. Bidwell/ Power Center	Signal	7.8 / A	25.5 / C	7.1 / A	56.21 / E
		NBL 185	103	139	105	171
		SBL 240	111	326	98	376
4	E. Bidwell/ Broadstone	Signal	18.9 / B	29 / C	18.1 / B	46.4 / D
		EBL 230	46	87	47	166
		WBL 240	239	240	239	306
		NBL 230	64	189	85	222
		SBL 230	182	256	199	313
5	E. Bidwell/ Via Sole	Signal	11 / B	29.3 / C	12 / B	51.4 / D
		EBL 75	105	145	90	206
		WBL n/a	62	59	57	68
		NBL 250	49	139	54	163
		SBL 250	44	198	41	244
		NBT 775	233	419	437	516
		SBT 539	397	743	379	751
6	E. Bidwell/ Via Felice	Signal	8.2 / A	40 / D	30.2 / C	62.8 / E
		EBL N/A, AWSC @ 75’	70	218	90	253
		WBL n/a	17	17	117	296
		NBL 250	70	176	156	258
		SBL 250	12	72	305	331
		NBT 785	180	238	384	394
		SBT 775	433	963	615	995
7	E. Bidwell/ Iron Point	Signal	58.6 / E	80.6 / F	65.9 / E	81.6 / F
		EBL 280	50	121	84	146
		WBL 240	580	406	635	622
		NBL 260	355	401	354	399
		SBL 440	318	607	468	613
		NBT 546	563	705	559	682
		SBT 785	567	699	708	705

Table 18. EPAP 2029 intersection delay and level-of-service, with and without Project continued

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2029 AM No Project	2029 PM No Project	2029 AM With Project	2029 PM With Project
8	E. Bidwell/ Placerville	Signal	31.9 / C	15.1 / B	30.8 / C	15.6 / B
		SBL 250	118	176	116	176
9	E. Bidwell/ WB Ramps	Signal	108.1 / F	38 / D	112 / F	42.4 / D
		WB (1560' ramp)	1376	727	1558	886
10	E. Bidwell /EB Ramps	Signal	400.7 / F	222.5 / F	403.9 / F	230.1 / F
		EB (1815' ramp)	1457	1300	1456	1293
		NB	3087	3265	3173	3212
11	Broadstone/ Iron Pt	Signal	6.6 / A	10.7 / B	6.2 / A	10.3 / B
		EBL 225	83	208	88	196
		WBL 240	49	22	46	19
		SBL 230	30	51	32	44
12	Kilrush/ Driveway 1	AWSC	2.5 / A	2.6 / A	3.9 / A	16.3 / C
		EBL 190	10	26	8	21
		WB 261	25	25	40	39
14	Cavitt/ Kilrush	TWSC	3.8 (WB) / A	5.3 (WB) / A	4 (WB) / A	5.7 (WB) / A
		NBL 90	7	6	16	18
		SBL 90	17	21	19	21
15	Iron Pt/ Cavitt	Signal	13.7 / B	42.7 / D	23.5 / C	75.7 / E
		EBL 200	63	150	59	155
		WBL 200	34	196	88	208
		NBL 250	95	283	94	333
		SBL 160	26	55	29	102
		WB	267	1046	556	1039
16	Iron Pt/Driveway 2	TWSC	Does Not Exist		48.9 (SB) / E	1149.5 (SB) / F

* Worst approach or movement on multi-lane approaches

Table 19. EPAP 2029 freeway segment density / level-of-service, with and without Project

ID	Description	Segment Type	2029 AM No Project	2029 PM No Project	2029 AM With Project	2029 PM With Project
Westbound						
A	E. Bidwell diagonal offramp	Diverge	18.5 / B	18.4 / B	19.3 / B	18.9 / B
B	E. Bidwell diagonal onramp	Merge	20.5 / C	17.6 / B	20.7 / C	18.1 / C
Eastbound						
C	E. Bidwell diagonal offramp	Diverge	17.7 / B	24.7 / C	18.5 / B	25.6 / C
D	E. Bidwell diagonal onramp	Merge	12.1 / B	15.6 / B	12.5 / B	16.6 / B

Note: density has units of passenger cars per hour per lane mile

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7.0 ABATEMENT STRATEGY

7.1 Existing 2024 Plus Project Conditions Deficiencies (Deficiency #1)

This analysis identified Project related deficiencies at four study intersections. Three of the intersections are on East Bidwell St (East Bidwell St/Via Felice, East Bidwell St/Iron Point Road, and East Bidwell St/Eastbound US 50 offramp), and one is adjacent to East Bidwell St (Iron Point Road/Cavitt Dr). Additionally, the Project's Iron Point Road driveway is anticipated to have level-of-service F operation on its southbound approach. The driveway operations are a potential issue for the Applicant, however since the delay is on private property it does not create a deficiency relative to General Plan policies.

After describing anticipated Project related deficiencies, abatement is presented. Rather than an intersection-by-intersection abatement approach, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed. This approach is proposed because existing/anticipated operational issues arise from demand exceeding capacity at the East Bidwell St/Iron Point Rd intersection and difficulty maintaining signal coordination when pedestrians utilize crosswalks to cross East Bidwell St between the Project and the Palladio. Deficiencies at intersections adjacent to East Bidwell St also result from progression and queueing issues on East Bidwell St (i.e., queues extend from the East Bidwell/Iron Point intersection back through adjacent intersections causing them to fail as well). Improvements to signal coordination on East Bidwell Street abate deficiencies at nearby intersections as well, as once the bottlenecks along East Bidwell St are addressed those adjacent intersections are no longer blocked. In general, these Existing 2024 plus Project deficiencies and abatements are a subset of those detailed later for the 2029 EPAP plus Project condition abatements.

Note that where queuing is discussed below, it refers to either existing or anticipated 95th percentile queue length. 95th percentile queue length is the length that is anticipated be exceeded five percent of the time. In simple terms if a signal has a 90 second cycle length, the 95th percentile queue would be expected to be exceeded two times during the peak hour. Because signals along East Bidwell generally have a 120 second to 156 second cycle length, the 95th percentile queue may not occur at all during the peak hour.

#6 East Bidwell St/Via Felice deficiencies (2024 Existing plus Project conditions)

This intersection (and the Cavitt Dr extension) serves as the primary access to the Project. The Project along with Broadstone Villas, adds an eastbound approach to this intersection and is anticipated to generate high demand for pedestrian crossings of East Bidwell.

Project related queue spillback is anticipated on every approach:

- The eastbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 229 feet, which exceeds available storage of 75 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated issue is a result of the Project, however because it occurs on private property it is not considered a deficiency relative to General Plan policies. Additionally, there is "three-way-stop-control" at the upstream intersection within the Palladio so that outgoing Palladio traffic cannot block incoming Palladio traffic. There is a similar issue on this eastbound approach during the AM peak hour, however the 95th percentile queue length is not extended by more than one car length, and the issue occurs on private property and thus is not considered to be a Project related deficiency.
- The westbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 273 feet, which exceeds storage capacity of 238 feet. Without the Project this approach does not exist under Existing 2024 plus Project conditions. This anticipated deficiency is a result of the Project.
- The northbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 273 feet, which exceeds available storage of 250 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.
- The southbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 280 feet, which exceeds available storage of 250 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.

Pedestrian Safety:
The Project is anticipated to generate 75 AM peak hour pedestrian trips and 109 PM peak hour pedestrian trips. Half (or more) of those pedestrian trips are anticipated to cross East Bidwell Street and the additional pedestrian traffic makes it impractical to maintain coordinated signal timing plans. Also, given the road widths, traffic volumes, and congestion, East Bidwell Street is anticipated to experience an unsafe pedestrian environment. The anticipated signal timing and pedestrian safety issues are a result of both the Project, and existing traffic flows.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell Street is proposed as an abatement. That Existing 2024 plus Project abatement strategy is discussed after a description of all the deficiencies.

#7 East Bidwell St/Iron Point Rd deficiencies (2024 Existing plus Project conditions)

Without the Project there are queue spillback issues on two of the four left turn approaches to the intersection and the level-of-service fails to meet the City's level-of-service D policy (General Plan Policy M 4.1.3) during the AM and PM peak hours. Level-of-service and queueing are anticipated to worsen in the future with or without the Project until additional interchanges and bridges accessing US 50 and Folsom Ranch are constructed. Project traffic is anticipated to contribute to the worsening queue

spillback, however intersection delay is anticipated to increase by less than five seconds, which is not considered to worsen the level-of-service per the standards previously detailed in this report (**Section 4.3**).

Note that there is an existing CEQA statement of overriding considerations for this location. The General Plan CEQA analysis anticipated that this intersection would operate deficiently until additional freeway interchanges and overcrossings are constructed. Those additional facilities include the planned Empire Ranch and Oak Avenue Parkway interchanges and the planned Rowberry Dr overcrossing, which will be constructed as quickly as funding from adopted fee programs can accommodate. In recognition of this, the General Plan CEQA determination included the adoption of a statement of overriding considerations for the East Bidwell St/Iron Point Rd intersection. Deficient operation at this location is permissible as long as all reasonably feasible abatement measures are implemented. This intersection already includes three northbound/southbound through lanes, and intersection specific abatement at this intersection to fully address the deficiencies is infeasible without additional through lanes. As part of the statement of overriding considerations, the City of Folsom has stated that additional widening at this location for more through lanes is infeasible because it would be inconsistent with other General Plan policies and there are physical constraints from existing structures and the railroad tracks that parallel East Bidwell St.

Project related queue spillback is anticipated on three of the four approaches:

- The southbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 447 feet, which exceeds available storage of 440 feet, and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.
- The eastbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 298 feet, which exceeds available storage of 280 feet, and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.
- The northbound approach is anticipated to have a PM peak hour 95th percentile through movement queue length of 682 feet, which exceeds available storage length on East Bidwell St between Iron Point Rd and Placerville Rd and, is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed as abatement. That Existing 2024 plus Project abatement strategy is discussed after a description of all the deficiencies.

#15 Iron Point Rd/Cavitt Dr deficiencies (2024 Existing plus Project conditions)

Without the Project there are queue spillback issues on two of the four approaches to the intersection and the level-of-service fails to meet the City's level-of-service D policy (General Plan Policy M 4.1.3). These operational issues are related to the downstream westbound left turn queue at the East Bidwell St/Iron Point Rd intersection which causes queueing at Iron Point Rd/Cavitt Dr as vehicles pre-position for downstream left turns. Level-of-service and queueing are anticipated to worsen in the future with or without the Project until additional interchanges and bridges accessing US 50 and Folsom Ranch are

constructed to relieve traffic at East Bidwell St/Iron Point Rd. Project traffic is anticipated to contribute to the worsening queue spillback.

Project related level-of-service deficiencies are anticipated:

- The level-of service during the AM peak hour is anticipated to worsen from E with 57.2 seconds of delay to F with 69.8 seconds of delay. This anticipated deficiency is a result of the Project.
- The level-of service during the PM peak hour is anticipated to worsen from F with 126 seconds of delay to F with 141 seconds of delay. This anticipated deficiency is a result of the Project.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed as abatement. That Existing 2024 plus Project abatement strategy is discussed below.

7.2 Existing 2024 Plus Project Conditions Abatement (Abatement 1)

The abatement strategy includes:

- Changes to lane striping at East Bidwell St/Iron Point Rd and East Bidwell St/Placerville Rd that are already being implemented and will improve traffic flow from westbound Iron Point Rd to the westbound freeway onramp.
- Changes in lane striping at East Bidwell St/Broadstone Pkwy. (Similar to those at East Bidwell St/Iron Point Rd).
- A pedestrian bridge over East Bidwell St between Kilrush Dr and Iron Point Rd, with elimination of existing at-grade east/west pedestrian crossings of East Bidwell St at Kilrush Drive.
- Updated signal coordination along East Bidwell Street from Scholar Way to Placerville Rd.
- Minor extension of left turn pockets to prevent "secondary deficiencies" at East Bidwell St/Scholar Way, East Bidwell St/Power Center Dr, East Bidwell St/Via Felice, and East Bidwell St/Iron Point Rd.

Each of these abatements are detailed below, with technical details related to signal timing and phasing located in **Appendix D**.

East Bidwell/Scholar Way Turn Pocket Extension:

- The East Bidwell/Scholar Way eastbound left turn pocket shall be extended from 200 feet to 210 feet (not including the entry taper). The Project is responsible for this improvement.

East Bidwell/Power Center Dr Turn Pocket Extension:

- The East Bidwell/Power Center Dr northbound left turn pocket shall be extended from 185 feet to 250 feet (not including the entry taper). The Project is responsible for this improvement.

East Bidwell St/Broadstone Pkwy Lane Striping Changes:

- Restripe the westbound Broadstone Pkwy approach to East Bidwell St from one right turn lane, three through lanes and two left turn lanes to one right turn lane, two through lanes and three left turn lanes over the fall of 2024. Split phasing is required for Broadstone Pkwy to prevent eastbound and westbound left turn phases from operating concurrently. The Project is responsible for this improvement.

East Bidwell St/Via Felice Turn Pocket Extension:

- In addition to the phasing changes to accommodate the eastern leg of the intersection, extend the northbound left turn pocket from 250 to 260 feet. The Project is responsible for this improvement.

East Bidwell St/Iron Point Rd Lane Striping Changes and Turn Pocket Extension:

- The westbound Iron Point Rd approach to East Bidwell St was restriped from one right turn lane, three through lanes and two left turn lanes to one right turn lane, two through lanes and three left turn lanes over the fall of 2024. That change is incorporated as part of the Project's Existing 2024 plus Project abatement. This change has already been implemented and the Project's responsibility is limited to payment of applicable fees. Note that split phasing is required for Iron Point Rd to prevent eastbound and westbound left turn phases from operating concurrently.
- Extend the westbound left turn pockets to the Project's Iron Point Road Driveway. The Project is responsible for this improvement.

East Bidwell St/Placerville Rd Lane Striping and Geometric Changes:

- The southbound East Bidwell St approach to Placerville Rd is in the process (fall 2024) of being restriped from a shared through-right, two through lanes and a left turn lane (total of 4 lanes) to a dedicated right turn lane, a shared through-right turn lane, a single through lane and a left turn lane (total of 4 lanes). In addition to that striping change, which is already being implemented, widening the southbound approach to include one additional lane and stripe the southbound approach to include a single dedicated right turn lane, a single shared through-right turn lane, two dedicated through lanes, and a single dedicated left turn lane. These changes are illustrated in **Figure 14** below. The Project is responsible for this improvement.
- Note that this change will require coordination with Caltrans.

Pedestrian Bridge:

Construct an eastbound/westbound pedestrian overcrossing of East Bidwell St between Iron Point Rd and Kilrush Dr, to eliminate at-grade eastbound/westbound pedestrian crossing of East Bidwell St Kilrush Dr. The pedestrian bridge is required to preserve safe pedestrian access across East Bidwell St (with or without the Project), consistent with:

- LU 2.1.2- Broadstone District. Encouraging a mix of uses, including an emphasis on high-density residential, and pedestrian and bicycle friendly street patterns in the Broadstone District to increase its functionality as a vibrant gathering place for the community.
- M 2.1.14- Intersections. Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes.
- M 2.1.17- Pedestrian and Bicycle Overpasses. Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50.
- M 7.1.1- New Development. Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals.
- M 7.1.2- Fair Share for Transportation Infrastructure Improvements. Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and

transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services.

The Pedestrian Bridge is also shown in **Figure 14** below. The Project is responsible for its fair share of the cost of the pedestrian bridge and shall dedicate appropriate right-of-way as necessary. The value of land dedications shall count toward the Project's fair share of the improvement cost. Additional Project support for the pedestrian bridge such as design and environmental work may also count toward the Project's fair share of the cost. Note that this is being treated as a cumulative abatement growth in vehicle and pedestrian traffic would require this specific improvement with or without the Project, and therefore the City is requesting a fair share contribution. Note that the location of the pedestrian bridge is conceptual at this time and shall be located such that it can accommodate pedestrians from both the Project and surrounding land uses.

Fair share cost of the pedestrian bridge is estimated as 15% of the bridge's complete delivery cost which includes CEQA and NEPA clearance, design, and right of way. Based on the Project's contribution to traffic on East Bidwell Street during the PM peak hour between Placerville Rd and Scholar Way (anticipated 589 Project trips) divided by the anticipated 2024 to 2029 growth in PM peak hour traffic on the same segment of East Bidwell St (14,881 vehicle trips in 2024 and anticipated 18,828 vehicle trips in 2029).

Signal Coordination:

Re-time AM and PM peak period traffic signals along East Bidwell St at:

- East Bidwell St/Scholar Way (re-time and modify coordination),
- East Bidwell St/Power Center Dr (re-time and modify coordination),
- East Bidwell St/Broadstone Pkwy (re-time and modify coordination),
- East Bidwell St/Via Sole (re-time and modify coordination),
- East Bidwell St/Via Felice (Kilrush Dr) (re-time and modify coordination),
- East Bidwell St/Iron Point Road (re-time and modify coordination),
- East Bidwell St/Placerville Rd (re-time only and remove from coordination).

Timing plans developed for this analysis include:

- Phasing changes at East Bidwell St/Via Felice (Kilrush Dr) to accommodate the extension of Kilrush Drive,
- Nonstandard phasing at East Bidwell St/Power Center Dr to accommodate double left turn phases to minimize northbound and southbound left turns queue lengths (note 2029 abatement was able to remove that nonstandard phasing),
- Cycle lengths of 156 seconds,
- A 90th percentile coordinated green band northbound and southbound along East Bidwell St of at least 60-70 seconds,

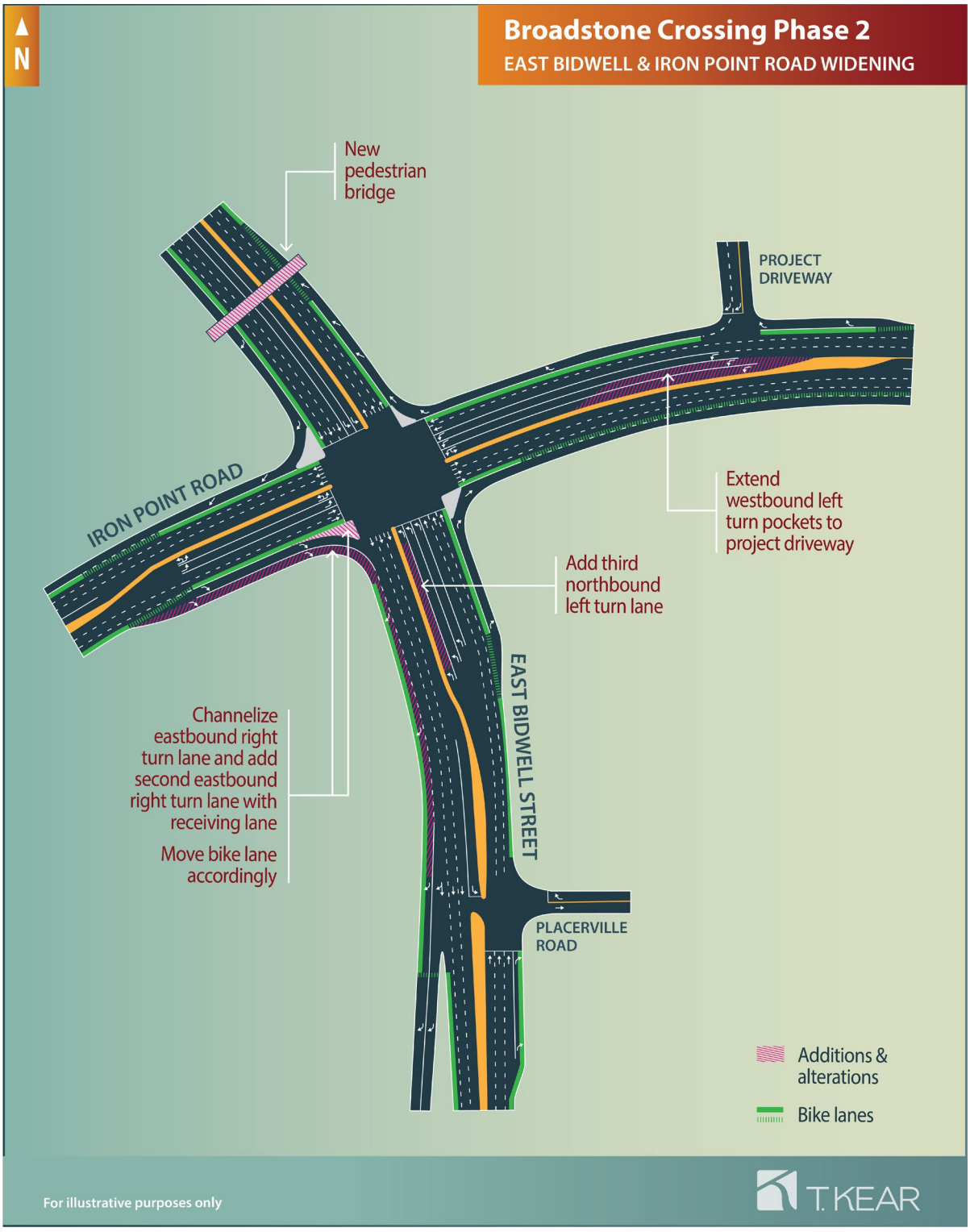


Figure 14. East Bidwell St/Iron Point Rd and East Bidwell St/Placerville Rd geometric changes for Existing 2024 (and EPAP 2029) abatement strategy.

- Eastbound/westbound pedestrian crossings times are lengthened so that the pedestrian clearance interval accommodates the MUTCD 3.5 ft/sec walking speed during the pedestrian clearance ("flashing don't walk") interval, and reducing the initial walk interval from 7 seconds to 4 seconds as needed to allow for faster recovery of coordination after a pedestrian call breaks coordination.
- Eastbound/westbound split phasing at East Bidwell St/Broadstone Pkwy and East Bidwell St/Iron Point Rd.

The Project is responsible for developing and implementing signal timing to the satisfaction of the City Engineer. Recommended timing plans for the AM and PM peak hours are provided in **Appendix D**.

2024 Abatement Demonstration

Table 20 below shows level of service and queueing data without the Project, with the Project, and with the abated Project. Violations of City General Plan policies that are not considered to be Project deficiencies are shown with a grey highlight. Project related deficiencies are shown with an orange highlight. Several movements are shown in a red font, these were used for and are presented as part of a quality assurance quality control check that documents that abated approach queues to the study area are generally reduced relative to without Project conditions and/or to check the length of through queues near the proposed pedestrian bridge.

With the recommended abatements, Project traffic is not anticipated to cause new or worsen existing deficiencies relative to the City's General Plan policies. The Project is however anticipated to lengthen the eastbound and westbound left turn queue at East Bidwell St/Iron Point Rd where there is already an existing statement of overriding considerations in the General Plan CEQA determination. It therefore is not considered to be a new CEQA impact and is generally allowed as an exception to the General Plan policies.

Iron Point Road/Cavitt Dr and Iron Point Rd/Project (Iron Point Rd) Driveway:
As previously discussed, there are anticipated Project related deficiencies at these two locations which result from anticipated westbound left turn queueing at the East Bidwell St/Iron Point Road intersection. That queueing is anticipated to be abated by improvements along the East Bidwell corridor. **Table 20** includes abated level-of-service and queuing results for these locations to document that those deficiencies are addressed by **Abatement 1**.

Table 20. Existing 2024 Project abatement demonstration

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2024 AM No Project	2024 PM No Project	2024 AM With Project	2024 PM With Project	Abated Turn Pocket Length (feet)	2024 AM with Abated Project	2024 PM with Abated Project
2	E. Bidwell/ Scholar	Signal	13.4 / B	19.6 / B	13.9 / B	18.3 / B		14.9 / B	21.4 / C
		EBL 200	151	181	150	180	210	152	209
		WBL 200	93	170	91	169		104	183
		NBL 250	74	94	103	105		112	165
		SBL 230	129	234	132	229		72	241
3	E. Bidwell/ Power Center	Signal	7.4 / A	18.2 / B	7.7 / A	19 / B		14.7 / B	31.2 / C
		NBL 185	119	167	143	165	250	143	249
		SBL 240	93	246	88	271		133	259
4	E. Bidwell/ Broadstone	Signal	20.5 / C	21.9 / C	19.9 / B	21.8 / C		23.9 / C	28.6 / C
		EBL 230	42	86	37	85		43	96
		WBL 240	251	216	226	217		233	180
		NBL 230	68	120	102	155		140	191
		SBL 230	143	175	161	176		176	230
5	E. Bidwell/ Via Sole	Signal	1.7 / A	4.2 / A	1.8 / A	4.5 / A		2.7 / A	5.6 / A
		EBL 75	57	102	63	106		66	108
		WBL n/a	N/A	N/A	N/A	N/A		N/A	N/A
		NBL 250	61	121	60	123		73	117
		SBL 250	0	27	0	30		0	29
		NBT 775	58	188	113	275		99	197
		SBT 539	121	101	112	152		192	242
6	E. Bidwell/ Via Felice	Signal	2.5 / A	7.4 / A	26 / C	35.8 / D		10.4 / B	20.6 / C
		EBL N/A, AWSC @ 75'	66	170	83	229		90	189
		WBL n/a	N/A	N/A	89	273		83	191
		NBL 250	91	203	165	273	260	140	252
		SBL 250	12	19	225	280		196	156
		NBT 785	94	243	382	412		262	400
		SBT 775	146	286	418	648		257	365

Table 20. Existing 2024 Project abatement demonstration (continued)

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2024 AM No Project	2024 PM No Project	2024 AM With Project	2024 PM With Project	Abated Turn Pocket Length (feet)	2024 AM with Abated Project	2024 PM with Abated Project
7	E. Bidwell/ Iron Point	Signal	57.7 / E	65.4 / E	60.9 / E	70.3 / E		50.2 / D	64.9 / E
		EBL 280	57	133	80	298		93	310
		WBL 240	372	344	357	341	To Proj Drwy (~500')	462	609
		NBL 260	360	386	354	404		308	405
		SBL 440	156	335	177	447		240	432
		NBT 546	561	673	563	682		665	669
		SBT 785	375	488	545	656		528	582
8	E. Bidwell/ Placerville	Signal	33.1 / C	19.6 / B	32.2 / C	18.8 / B		12.4 / B	12.5 / B
		SBL 250	119	200	117	197		142	217
9	E. Bidwell/ WB Ramps	Signal	127.1 / F	55.8 / E	110.4 / F	57.4 / E		33.9 / C	35 / C
		WB (1560' ramp)	1623	938	1275	1113		358	513
10	E. Bidwell/ EB Ramps	Signal	351.6 / F	82.1 / F	377.1 / F	85.9 / F		22.3 / C	35.6 / D
		EB (1815' ramp)	1618	1588	1545	1609		542	1281
		NB	3771	850	3869	1016		496	404
11	Broadstone/ Iron Pt	Signal	6.5 / A	9.8 / A	6.3 / A	9.3 / A		6.8 / A	8.9 / A
		EBL 225	54	154	46	156		56	157
		WBL 240	49	25	51	19		58	25
		SBL 230	35	52	30	48		32	54
12	Kilrush/ Driveway 1	AWSC	Does Not Exist		4 / A	4 / A	7.1 / A		3.7 / A
		EBL 190			126	122	100		111
		WB 261			40	42	33		41
14	Cavitt/ Kilrush	TWSC	3.8 (EB) / A	3.6 (WB) / A	3.3 (EB) / A	3.5 (WB) / A		3 (EB) / A	3.9 (WB) / A
		NBL 90	6	0	16	17		22	17
		SBL 90	4	8	3	4		4	5
15	Iron Pt/ Cavitt	Signal	57.2 / E	126 / F	69.8 / E	141 / F		12.3 / B	27.6 / C
		EBL 200	68	124	65	110		65	138
		WBL 200	186	229	223	234		40	52
		NBL 250	118	387	114	390		49	250
		SBL 160	20	42	33	90		31	81
		WB	1302	1798	1445	1793		261	583
16	Iron Pt/Driveway 2	TWSC	Does Not Exist		303.6 (SB) / F	391.7 (SB) / F		5.8 (SB) / A	34.3 (SB) / D

* Worst approach or movement on multi-lane approaches)

8/16/2024

7.3 EPAP 2029 Plus Project Conditions Deficiencies (Deficiency #2)

This analysis identified Project related deficiencies at seven study intersections, six of which are on East Bidwell St (Scholar Way, Power Center Drive, Broadstone Pkwy, Via Sole, Via Felice, and Iron Point Road) and one which is adjacent to East Bidwell St (Iron Point Road/Cavitt Dr). Additionally, the Project's Iron Point Road driveway is anticipated to have level-of-service F operation on its southbound approach. The driveway operations are a potential issue for the Applicant, however since the delay is on private property it does not create a deficiency relative to General Plan policies.

As with the Existing 2024 plus Project discussion above, after describing anticipated Project related deficiencies, abatement is presented. Rather than an intersection-by-intersection abatement approach, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed. This approach is proposed because existing/anticipated operational issues arise from demand exceeding capacity at the East Bidwell St/Iron Point Rd intersection and difficulty maintaining signal coordination that is operationally interrupted when pedestrians utilize crosswalks to cross East Bidwell St. As with the 2024 deficiencies, deficiencies at intersections adjacent to East Bidwell St also result from progression and queueing issues on East Bidwell St and improvements to signal coordination on East Bidwell Street abate deficiencies at nearby intersections as well. The list of deficiencies and abatements presented here expands on the list presented previously for Existing 2024 plus Project conditions.

Note that where queuing is discussed below, it refers to either existing or anticipated 95th percentile queue length. 95th percentile queue length is the length that is anticipated be exceeded five percent of the time. In simple terms if a signal has a 90 second cycle length, the 95th percentile queue would be expected to be exceeded two times during the peak hour. Because signals along East Bidwell generally have a 120 second to 156 second cycle length, the 95th percentile queue may not occur at all during the peak hour.

#2 East Bidwell St/Scholar Way (2029 EPAP plus Project conditions)

This intersection has 95th percentile left turn queues that are longer than available storage and are worsened by Project traffic.

Project related queue spillback is anticipated on one of the four approaches:
The southbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 317 feet, which exceeds available storage of 230 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed as abatement. That EPAP 2029 plus Project abatement strategy is discussed after a description of all the deficiencies.

#3 East Bidwell St/Power Center Dr (2029 EPAP plus Project conditions)

This intersection has 95th percentile left turn queues that are longer than available storage and are worsened by Project traffic, and a level-of-service deficiency that is caused by the Project.

Project related queue spillback is anticipated on one of the four approaches:
The southbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 376 feet, which exceeds available storage of 240 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.

Level-of-service:
Prior to the addition of Project traffic, the intersection is anticipated to operate at level-of-service C during the PM peak hour and level-of-service E with the addition of Project traffic. This anticipated deficiency is a result of the Project.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed as abatement. That EPAP 2029 plus Project abatement strategy is discussed after a description of all the deficiencies.

#4 East Bidwell St/Broadstone Pkwy (EPAP 2029 plus Project conditions)

This intersection has 95th percentile left turn queues that are longer than available storage and are worsened by Project traffic.

Project related queue spillback is anticipated on two of the four approaches:

- The westbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 306 feet, which exceeds available storage of 240 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.
- The southbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 313 feet, which exceeds available storage of 230 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed as abatement. That EPAP 2029 plus Project abatement strategy is discussed after a description of all the deficiencies.

#5 East Bidwell St/Via Sole deficiencies (EPAP 2029 plus Project conditions)

This intersection serves as the primary access to the Broadstone Villas apartments which were still under construction in 2024 and assumed to be occupied by 2029. The eastern leg of this intersection serves as the primary access point to the approved Broadstone Villas project.

Project related queue spillback is anticipated on one of the four approaches:

- The eastbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 206 feet, which exceeds available storage of 75 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated issue is a result of the Project, however because it occurs on private property it is not considered a deficiency relative

to General Plan policies. There is a similar issue on the eastbound approach during the AM peak hour, however the 95th percentile queue length is extended by less than one car length and the issue occurs on private property and thus is not considered to be a Project related deficiency.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell Street is proposed as abatement. That EPAP 2029 plus Project abatement strategy is discussed after a description of all the deficiencies.

#6 East Bidwell St/Via Felice deficiencies (EPAP 2029 plus Project conditions)

This intersection (and the Cavitt Dr extension) serves as the primary access to the Project. The Project along with Broadstone Villas, adds an eastbound approach to this intersection and is anticipated to generate high demand for pedestrian crossings of East Bidwell.

Project related queue spillback is anticipated on three of the four approaches:

- The eastbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 253 feet, which exceeds available storage of 75 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated issue is a result of the Project, however because it occurs on private property it is not considered a deficiency relative to General Plan policies. Additionally, there is "three-way-stop-control" at the upstream intersection within the Palladio so that outgoing Palladio traffic cannot block incoming Palladio traffic. There is a similar issue on this eastbound approach during the AM peak hour, however the 95th percentile queue length is not extended by more than one car length, and the issue occurs on private property and thus is not considered to be a Project related deficiency.
- The northbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 258 feet which exceeds the storage capacity of 250 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.
- The southbound approach is anticipated to have an AM peak hour 95th percentile left turn queue length of 305 feet and a PM peak hour 95th percentile left turn queue length of 331 feet, both of which exceed available storage of 250 feet and are more than one car length longer than the 95th percentile queue without the Project. These anticipated deficiencies are a result of the Project.

Pedestrians Safety:
The Project is anticipated to generate 75 AM peak hour pedestrian trips and 109 PM peak hour pedestrian trips. Half (or more) of those pedestrian trips are anticipated to cross East Bidwell Street and the additional pedestrian traffic makes it impractical to maintain coordinated signal timing plans. Without abatement on East Bidwell Street, the road widths, traffic volumes, and congestion is anticipated to experience an unsafe pedestrian environment. Portions of the anticipated signal timing and pedestrian safety issues are a result of the Project.

Level-of-service:
Prior to the addition of Project traffic, the intersection is anticipated to operate at level-of-service D during the PM peak hour and level-of-service E with the addition of Project traffic. This anticipated deficiency is a result of the Project.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell Street is proposed as abatement. That EPAP 2029 plus Project abatement strategy is discussed after a description of all the deficiencies.

#7 East Bidwell St/Iron Point Rd deficiencies (EPAP 2029 plus Project conditions)

Without the Project there are queue spillback issues on three of the four approaches to the intersection and the level-of-service is anticipated to fail to meet the City's level-of-service D policy during the AM and PM peak hour (General Plan Policy M 4.1.3). Level-of-service and queueing are anticipated to worsen in the future with or without the Project until additional interchanges and bridges accessing US 50 and Folsom Ranch are constructed. Project traffic is anticipated to contribute to the worsening queue spillback. Project traffic also causes the AM peak hour level-of-service to become deficient and worsens the PM peak hour level-of-service deficiency.

Note that there is an existing CEQA statement of overriding considerations for this location. The General Plan CEQA analysis anticipated that this intersection would operate deficiently until additional freeway interchanges and overcrossings are constructed. Those additional facilities include the planned Empire Ranch and Oak Avenue Parkway interchanges and the planned Rowberry Dr overcrossing, which will be constructed as quickly as funding from adopted fee programs can accommodate. In recognition of this, the General Plan CEQA determination included the adoption of a statement of overriding considerations for the East Bidwell St/Iron Point Rd intersection. Deficient operation at this location is permissible as long as all reasonably feasible abatement measures are implemented. This intersection already includes three northbound/southbound through lanes, and intersection specific abatement at this intersection to fully address the deficiencies is infeasible without additional through lanes. As part of the statement of overriding considerations, the City of Folsom has stated that additional widening at this location for more through lanes is infeasible because it would be inconsistent with other General Plan policies and there are physical constraints from existing structures and the railroad tracks that parallel East Bidwell St.

<u>Project related queue spillback is anticipated on two of the four approaches</u>:

- The westbound approach is anticipated to have an AM peak hour 95th percentile left turn queue length of 635 feet and a PM peak hour 95th percentile left turn queue length of 622 feet, both of which exceed available storage of 240 feet and are more than one car length longer than the 95th percentile queue without the Project. These anticipated deficiencies are a result of the Project.
- The southbound approach is anticipated to have an AM peak hour 95th percentile left turn queue length of 468 feet, which exceeds available storage of 440 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is a result of the Project.

<u>Level-of-service:</u>
Prior to the addition of Project traffic, the intersection is anticipated to operate at level-of-service E during the AM peak hour and level-of-service F during the PM. With the addition of Project traffic, the intersection level-of-service is not anticipated to change, but the AM peak hour delay is anticipated to increase by more than 5 seconds which is considered a Project related deficiency.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed as abatement. That EPAP 2029 plus Project abatement strategy is discussed after a description of all the deficiencies.

#15 Iron Point Rd/Cavitt Dr deficiencies (EPAP 2029 plus Project Conditions)

Without the Project there are queue spillback issues on one of the four approaches to the intersection and the level-of-service fails to meet the City's level-of-service D policy (General Plan Policy M 4.1.3) during the PM peak-hour. These operational issues are related to the downstream westbound left turn queue at the East Bidwell St/Iron Point Rd intersection which causes queueing at Iron Point Rd/Cavitt Dr as vehicles pre-position for downstream left turns. Level-of-service and queueing are anticipated to worsen in the future with or without the Project until additional interchanges and bridges accessing US 50 and Folsom Ranch are constructed to relieve traffic at East Bidwell St/Iron Point Rd. Project traffic is anticipated to contribute to the worsening queue spillback and level-of-service.

Project related queue spillback is anticipated on one of the four approaches:

- The northbound approach is anticipated to have a PM peak hour 95th percentile left turn queue length of 333 feet, which exceeds available storage of 250 feet and is more than one car length longer than the 95th percentile queue without the Project. This anticipated deficiency is the result of the Project.

Project related level-of-service deficiencies are anticipated:

- The level-of service during the PM peak hour is anticipated to worsen from D to F. This anticipated deficiency is a result of the Project.

As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed as abatement. That EPAP 2029 plus Project abatement strategy is discussed after a description of all the deficiencies.

#16 Iron Point Rd/Project driveway (EPAP 2029 plus Project conditions)

This intersection is a right-in/right-out Project driveway with uncontrolled traffic on Iron Point Rd and side-street-stop-controlled traffic on the driveway. Without the Project there is no driveway at this location. Driveway level-of-service is anticipated to be level-of service E with 48.9 seconds of delay during the morning and level-of-service F with 1150 seconds of delay during the evening. Because these delays occur on private property, they are not a deficiency related to General Plan policies.

The delay is the result of outgoing vehicles that want to cross to the westbound left turn lanes for East Bidwell St/Iron Point Rd (and ultimately head toward or across the freeway), and the backups are the result of congestion at East Bidwell St/Iron Point Rd. Abatement for East Bidwell St is anticipated to reduce delays on this driveway to about a minute. As stated above, a study area wide approach based on improved signal coordination and pedestrian safety along East Bidwell St is proposed as abatement. That EPAP 2029 plus Project abatement strategy is discussed after a description of all the deficiencies.

7.4 EPAP 2029 Plus Project Conditions Abatement (Abatement 2)

Abatement 2 builds on Abatement 1 with additional and Turn Pocket Extensions and further refinement of the coordinated signal timing plan for the East Bidwell corridor.

Extension of left-turn pockets along the East Bidwell St:

Three left turn pockets require extensions to avoid secondary deficiencies from 95th percentile left turn queues spilling back out of their pockets with the updated timing plans. These include:

East Bidwell/Scholar Way

- The eastbound left turn pocket shall be extended to 265 feet, not including the entry taper. (This pocket is extended to 210 feet by Abatement 1.)
- The southbound left turn pocket shall be extended to 300 feet, not including the entry taper.
- The Project is responsible for these improvements.

East Bidwell/ Power Center Dr

- The northbound left turn pocket shall be extended from 250 feet, not including the entry taper. (This pocket is extended to 250 feet by Abatement 1.)
- The Project is responsible for this improvement.

East Bidwell/ Broadstone Pkwy

- The northbound left turn pocket shall be extended to 270 feet, not including the entry taper. (This pocket is extended to 260 feet by Abatement 1.)
- The southbound left turn pocket shall be extended to 280 feet, not including the entry taper.
- The Project is responsible for these improvements.

East Bidwell/ Via Felice

- The East Bidwell/Via Felice southbound left turn pocket shall be extended from 250 feet to 380 feet, not including the entry taper.
- The Project is responsible for this improvement.

East Bidwell/ Iron Point Road

- The westbound left turn pocket shall be extended to the Project's Iron Point Rd driveway (identical to Abatement 1).

Signal Coordination:

Re-time AM and PM peak period traffic signals along East Bidwell St at:

- East Bidwell St/Scholar Way (re-time and modify coordination),
- East Bidwell St/Power Center Dr (re-time and modify coordination),
- East Bidwell St/Broadstone Pkwy (re-time and modify coordination),
- East Bidwell St/Via Sole (re-time and modify coordination),
- East Bidwell St/Via Felice (Kilrush Dr) (re-time and modify coordination),
- East Bidwell St/Iron Point Road (re-time and modify coordination),
- East Bidwell St/Placerville Rd (re-time only and remove from coordination).

Timing plans developed for this analysis include:

- Phasing changes at East Bidwell St/Via Felice (Kilrush Dr) to accommodate the extension of Kilrush Drive,

- Nonstandard phasing at East Bidwell St/Power Center Dr to accommodate double left turn phases to minimize northbound and southbound left turns queue lengths (note 2029 abatement was able to remove that nonstandard phasing),
- Cycle lengths of 156 seconds,
- A 90th percentile coordinated green band northbound and southbound along East Bidwell St at least 60-70 seconds,
- Eastbound/westbound pedestrian crossings times are lengthened so that the pedestrian clearance interval accommodates the MUTCD 3.5 ft/sec walking speed during the pedestrian clearance ("flashing don't walk") interval, and reducing the initial walk interval from 7 seconds to 4 seconds as needed to allow for faster recovery of coordination after a pedestrian call breaks coordination.
- Eastbound/westbound split phasing at East Bidwell St/Broadstone Pkwy and East Bidwell St/Iron Point Rd.

The Project is responsible for developing and implementing signal timing to the satisfaction of the City Engineer. Recommended timing plans for the AM and PM peak hours are provided in **Appendix D**.

Iron Point Road/Cavitt Dr and Iron Point Rd/Project (Iron Point Rd) Driveway:

As previously discussed, there are anticipated Project related deficiencies at these two locations which result from anticipated westbound left turn queueing at the East Bidwell St/Iron Point Road intersection. That queueing is anticipated to be abated by improvements along the East Bidwell corridor. **Table 20** includes abated level-of-service and queuing results for these locations to document that those deficiencies are addressed by **Abatement 2**.

2029 Abatement Demonstration

Table 21 below shows level of service and queueing data without the Project, with the Project, and with the abated Project. Violations of City General Plan policies that are not considered to be Project impacts are shown with a grey highlight. Project related deficiencies are shown with an orange highlight. Several movements are shown in a red font, these were used for and are presented as part of a quality assurance quality control check that documents that abated approach queues to the study area are generally reduced and/or to check the length of through queues near the proposed pedestrian bridge.

With the recommended abatements, Project traffic is not anticipated to cause new or worsen existing deficiencies relative to the City's General Plan policies. As discussed above, an internal queueing issue (within the Palladio) on eastbound Via Felice will remain without the addition of a stop sign to break up and meter the queue, however that is not anticipated to effect General Plan policy compliance. The Project would also lengthen the eastbound left turn queue at East Bidwell St/Iron Point Rd where there is already an existing statement of overriding considerations in the General Plan CEQA determination. It therefore is not considered to be a new CEQA impact and is generally allowed as an exception to the General Plan policies.

Table 21. EPAP 2029 Project abatement demonstration

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2029 AM No Project	2029 PM No Project	2029 AM With Project	2029 PM With Project	Abated Turn Pocket Length (feet)	2029 AM with Abated Project	2029 PM with Abated Project
2	E. Bidwell/ Scholar	Signal	12.2 / B	17.8 / B	11.9 / B	23.6 / C		17.2 / B	21.1 / C
		EBL 200	162	210	148	227	265	168	249
		WBL 200	91	210	88	231		79	161
		NBL 250	78	114	67	98		122	154
		SBL 230	155	269	166	317	300	206	283
3	E. Bidwell/ Power Center	Signal	7.8 / A	25.5 / C	7.1 / A	56.21 / E		11.5 / B	28.9 / C
		NBL 185	103	139	105	171	250	145	244
		SBL 240	111	326	98	376		121	279
4	E. Bidwell/ Broadstone	Signal	18.9 / B	29 / C	18.1 / B	46.4 / D		20.3 / C	32.1 / C
		EBL 230	46	87	47	166		50	129
		WBL 240	239	240	239	306		250	228
		NBL 230	64	189	85	222	250	124	248
		SBL 230	182	256	199	313		171	260
5	E. Bidwell/ Via Sole	Signal	11 / B	29.3 / C	12 / B	51.4 / D		9.6 / A	14.5 / B
		EBL 75	105	145	90	206		103	146
		WBL n/a	62	59	57	68		74	53
		NBL 250	49	139	54	163		72	165
		SBL 250	44	198	41	244		54	91
		NBT 775	233	419	437	516		329	376
		SBT 539	397	743	379	751		329	573
6	E. Bidwell/ Via Felice	Signal	8.2 / A	40 / D	30.2 / C	62.8 / E		10.8 / B	30.1 / C
		EBL N/A, AWSC @ 75'	70	218	90	253		92	217
		WBL n/a	17	17	117	296		97	248
		NBL 250	70	176	156	258	270	143	264
		SBL 250	12	72	305	331	280	195	277
		NBT 785	180	238	384	394		332	416
		SBT 775	433	963	615	995		261	757
7	E. Bidwell/ Iron Point	Signal	58.6 / E	80.6 / F	65.9 / E	81.6 / F		47.2 / D	72.2 / E
		EBL 280	50	121	84	146		94	377
		WBL 240	580	406	635	622	To Proj Drwy (~500')	489	651
		NBL 260	355	401	354	399		391	405
		SBL 440	318	607	468	613		256	577
		NBT 546	563	705	559	682		697	665
		SBT 785	567	699	708	705		560	731

Table 21. EPAP 2029 Project abatement demonstration(continued)

ID	Intersection	Control & Left Turn Pocket or Through Segment Length (feet)	2029 AM No Project	2029 PM No Project	2029 AM With Project	2029 PM With Project	Abated Turn Pocket Length (feet)	2029 AM with Abated Project	2029 PM with Abated Project
8	E. Bidwell/ Placerville	Signal	31.9 / C	15.1 / B	30.8 / C	15.6 / B		11.8 / B	11.3 / B
		SBL 250	118	176	116	176		132	213
9	E. Bidwell/ WB Ramps	Signal	108.1 / F	38 / D	112 / F	42.4 / D		33 / C	32.5 / C
		WB (1560' ramp)	1376	727	1558	886		357	477
10	E. Bidwell /EB Ramps	Signal	400.7 / F	222.5 / F	403.9 / F	230.1 / F		214.1 / F	197.7 / F
		EB (1815' ramp)	1457	1300	1456	1293		971	1246
		NB	3087	3265	3173	3212		3165	3086
11	Broadstone/ Iron Pt	Signal	6.6 / A	10.7 / B	6.2 / A	10.3 / B		6.8 / A	11.2 / B
		EBL 225	83	208	88	196		89	207
		WBL 240	49	22	46	19		59	22
		SBL 230	30	51	32	44		34	51
12	Kilrush/ Driveway 1	AWSC	2.5 / A	2.6 / A	3.9 / A	16.3 / C		3.7 / A	5.6 / A
		EBL 190	10	26	8	21		10	22
		WB 261	25	25	40	39		42	38
14	Cavitt/ Kilrush	TWSC	3.8 (WB) / A	5.3 (WB) / A	4 (WB) / A	5.7 (WB) / A		4.4 (WB) / A	5.8 (WB) / A
		NBL 90	7	6	16	18		16	19
		SBL 90	17	21	19	21		19	22
15	Iron Pt/ Cavitt	Signal	13.7 / B	42.7 / D	23.5 / C	75.7 / E		13.6 / B	23.7 / C
		EBL 200	63	150	59	155		62	166
		WBL 200	34	196	88	208		36	66
		NBL 250	95	283	94	333		58	191
		SBL 160	26	55	29	102		71	103
		WB	267	1046	556	1039		326	319
16	Iron Pt/Driveway 2	TWSC	Does Not Exist		48.9 (SB) / E	1149.5 (SB) / F		7.9 (SB) / A	33.2 (SB) / D

* Worst approach or movement on multi-lane approaches

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8. INTERNAL CIRCULATION/ACCESS SITE PLAN REVIEW

A preliminary site plan was provided as **Figure 2**. This section reviews parking, driveway throat-depth, on-site emergency vehicle access, and pedestrian access.

8.1 Parking Requirements

The Project is within the Broadstone Unit No. 3 Specific Plan area. The Specific Plan includes a parking standard for office and retail commercial uses in the C-2 zoning district of one space per 250 square feet of gross floor area. With 200,840 sqft of space the Project requires 804 parking spaces. 858 spaces are provided. The Project is therefore adequately parked relative to Folsom code. A check against ITE parking guidance was also done as medical office uses are not explicitly addressed in Folsom municipal code or the Broadstone Unit No. 3 Specific Plan. That review, shown in **Table 22**, was done on a parcel-by-parcel basis and shows that the proposed parking meets or exceeds both the ITE recommendations and City requirements both for the Project as a whole and on a parcel-by-parcel basis.

Table 22. Parking demand cross reference.

Building	Sqft	Metric	ITE Parking Demand	Proposed Project	Broadstone Unit No. 3 Specific Plan
Medical Office	106,500	demand	3.23 spaces per 1000 sqft	4.5 spaces/1000 sqft	1 space per 250 sqft
		spaces	344.0	480	426
Office	48,840	demand	2.39 spaces per 1000 sqft	1 space per 250 sqft	1 space per 250 sqft
		spaces	116.7	196	196
Office	45,500	demand	2.39 spaces per 1000 sqft	1 space per 250 sqft	1 space per 250 sqft
		spaces	108.7	182	182
Total	**200,840**	**Spaces**	**569.5**	**858**	**804**

Finding: The Project is anticipated to need a total of 570 parking spaces, with the Broadstone Unit No. 3 Specific Plan requiring 804 parking spaces. The proposed 858 spaces are both adequate and meet City of Folsom requirements.

8.2 Minimum Required Throat-Depth

Minimum Required Throat-Depth (MRTD): The minimum required throat depth is a function of the characteristics of the roadway being accessed and the proposed land use.

- Project driveways access the extension of Kilrush Drive and the westbound side of the divided Iron Point Road. The wider roadway width would be the 60’ half section of Iron Point Road. In combination with the 200,840 sqft of medical office and office space, a 175-foot throat depth is required.
- The preliminary site plan allows for 300-feet of throat depth between the two driveways, which is more than sufficient to meet City of Folsom requirements.

Finding: The Project has adequate throat depth.

8.3 Emergency Vehicle Access

The Project's internal drive isles have 25-foot inner/50-foot outer minimum turning radii to accommodate fire department access. In addition to the primary access, separate emergency vehicle access is also provided.

Finding: Emergency vehicle access is anticipated to be adequate.

8.4 Right-Turn Deceleration/Acceleration Lanes and Tapers for Driveways

For driveways on minor or major arterials, City standards require a 60-foot right turn taper in conditions with ten or more peak-hour right turns into a driveway, and a 150-foot pocket plus 60-foot taper, with fifty or more peak-hour right turns[18].

The Project's Kilrush Dr driveway is anticipated to have up to 302 inbound right turns and a 150-foot pocket plus 60-foot taper. Kilrush Dr is not a minor or major arterial and therefore does not require any changes.

The Project's Iron Point Rd driveway is anticipated to have up to 30 inbound right turns from Iron Point Road. A right turn taper is required. The site plan's depiction of a planned right turn deceleration lane and taper at this location does not require any changes.

Finding: Driveway access geometry is anticipated to be adequate.

8.5 Pedestrian Access

While traffic counts show relatively low demand for pedestrian crossings of East Bidwell St (6 or fewer crossings combined between the East Bidwell St/Iron Point Rd and East Bidwell St/Broadstone Pkwy intersections), it is anticipated the Project's 200,840 sqft of space will accommodate approximately 670 employees (1 employee per 300 sqft). Institute of Transportation Engineers trip generation data (Section 5.2) estimates that the Project will generate 75 AM peak hour pedestrian trips and 109 PM peak hour pedestrian trips. This translates into enough demand to expect pedestrian phase calls to cross East Bidwell during nearly every cycle of the traffic signal at East Bidwell /Via Felice.

Microsimulation of the effect of those pedestrian crossings to the signal coordination on East Bidwell St was shown in **Section 5** and **Section 6**. That analysis showed that level-of-service at East Bidwell St /Via Felice would fail to meet General Plan policy level-of-service D standard and that there would be extensive queue. The City and TKTPM believe that this creates a dangerous and frustrating environment for Pedestrians. Having adequate time and space to separate Pedestrian and vehicle traffic is particularly important near medical facilities which are frequented by the elderly and infirm.

[18] Folsom Improvement Standards, section 12.5 and 12.6, https://www.folsom.ca.us/home/showpublisheddocument/384/637466585843430000.

A pedestrian overcrossing (bridge) of East Bidwell St is recommended to maintain a safe pedestrian environment. A pedestrian bridge is also a key part of the abatement strategy for Project vehicle traffic. The pedestrian bridge addresses both the increases in vehicle and pedestrian traffic associated with the Project, and vehicle traffic from other foreseeable Projects. Therefore, it is appropriate that the Project pays for its fair share of the cost of the pedestrian bridge.

Fair share is typically based on the project's percentage of growth in vehicle traffic, which in this case is 15% for the PM peak hour. This is calculated as the Project's contribution to traffic on East Bidwell Street during the PM peak hour between Placerville Rd and Scholar Way (anticipated 589 project trips) divided by the anticipated 2024 to 2029 growth in PM peak hour traffic on the same segment of East Bidwell St (14,881 vehicle trips in 2024 and anticipated 18,828 vehicle trips in 2029).

The Applicant shall make land available to the City on each side of East Bidwell Street for the ends of the pedestrian bridge and provide environmental analysis and preliminary design to develop a bid-ready package for construction of the pedestrian bridge. The cost of the required land, environmental work, and design work shall be considered part of the Project's fair share contribution toward offsite improvements and may be subject to a fee credit/reimbursement agreement between the Applicant and City.

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9. FINDINGS AND RECOMENDATIONS

9.1 Trip Generation

The Project is anticipated to generate 5571 daily vehicle trips, 541 AM peak-hour vehicle trips, and 718 PM peak-hour vehicle trips.

9.2 General Plan Consistency

The Project is consistent with the General Plan land use and zoning. The Project is anticipated to cause new or worsen existing deficiencies with respect to General Plan policy M 4.13 at eight locations:

- East Bidwell St/Scholar Way,
- East Bidwell St/Power Center Dr,
- East Bidwell St / Broadstone Pkwy,
- East Bidwell St/Via Sole,
- East Bidwell St/Kilrush Dr (Via Felice),
- East Bidwell St/Iron Point Rd,
- East Bidwell St/ Eastbound ramps,
- Iron Point Rd/Cavitt Dr,

Recommended abatement measures are located in **Section 7** of this report.

9.3 CEQA Impacts and Mitigation

There are three categories of Project related CEQA impacts considered by this analysis: VMT; pedestrian, bicycle, and transit infrastructure; and safety.

Category 1 – VMT

With an anticipated 14.3 VMT per capita, The Project is anticipated to generate less than 70% of the regional baseline office VMT per capita of 20.9, and less than 74% of the Folsom baseline office VMT per capita of 19.5.

CEQA Finding: The Project is therefore anticipated to have a **less-than-significant** VMT impact.

Category 2 – pedestrian, bicycle, and/or transit infrastructure

The Project does not inhibit the use of bicycle, pedestrian, and/or transit facilities; eliminate existing bicycle, pedestrian, and/or transit facilities; or prevent the implementation of planned bicycle, pedestrian, and/or transit facilities. Note that pedestrian safety is discussed below under the under Category 3 – Safety.

CEQA Finding: The Project's impact on bicycle, pedestrian, and/or transit facilities under CEQA is anticipated to be **less-than-significant**.

Category 3 – Safety

The Project is not anticipated to worsen existing accident rates or create unsafe conditions. The Project's impact on accident rates under CEQA is anticipated to be **less-than-significant**.

CEQA Finding: The Project is not anticipated to worsen existing accident rates or create unsafe conditions. The Project's impact on accident rates under CEQA is anticipated to be **less-than-significant**.

9.4 Parking

The Project is anticipated to need a total of 570 parking spaces, with the Broadstone Unit No. 3 Specific Plan requiring 804 parking spaces. The proposed 858 spaces are both adequate and meet City of Folsom requirements.

9.5 Minimum Required Throat-Depth

The Project driveway throat-depth is anticipated to be adequate.

9.6 Emergency Vehicle Access

Emergency vehicle access is anticipated to be adequate.

9.7 Right-Turn Deceleration/Acceleration Lanes and Tapers for Driveways

Driveway geometry is anticipated to be adequate.

9.8 Recommended Conditions of Approval

Apart from standard conditions there are several recommended conditions of approval provided:

- The applicant/owner shall execute a development agreement with City for a pedestrian overcrossing across East Bidwell Street located between Kilrush Drive and Iron Point Road prior to the issuance of the first building permit for the project based on the project's fair share contribution that includes the following commitments from the applicant/owner:
  - Payment for the design,
  - Payment for environmental review covering both CEQA and NEPA
  - Dedication of land necessary for a pedestrian overcrossing across East Bidwell from the project site to the Palladio.
  - .

- Applicant/owner shall be responsible for the geometric and signal timing improvements described in Abatement #1 and #2, as described in Section 7 of this report, to address level-of-service and queueing deficiencies relative to General Plan policies.

Because the abatement strategy functions on a corridor level rather than an intersection-by-intersection level, the City may need to modify the recommended abatement to accommodate additional project approvals. The City Engineer may modify the proposed abatement as other project applications are processed. However, any such modifications shall not increase the Project's abatement cost.

EXHIBIT "F"

ASSUMPTION AGREEMENT

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Folsom
50 Natoma Street
Folsom, CA 95630

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

ASSIGNMENT AND ASSUMPTION AGREEMENT
RELATIVE TO _____

THIS ASSIGNMENT AND ASSUMPTION AGREEMENT (hereinafter, the "**Agreement**") is entered into this _____ day of _____, 20___, by and between Broadstone Crossing Phase II LLC, a California limited liability company and Elliott Homes, Inc., an Arizona corporation (collectively, "**Developer**"), and _____, a _____ (hereinafter "**Assignee**").

RECITALS

On _____, 20__, the City of Folsom and Developer entered into that certain agreement entitled "Development Agreement By and Between the City of Folsom and Broadstone Crossing Phase II LLC, a California limited liability company and Elliott Homes, Inc., an Arizona corporation (hereinafter the "**Development Agreement**"). Pursuant to the Development Agreement, Developer agreed to develop certain property more particularly described in the Development Agreement (hereinafter, the "**Subject Property**"), subject to certain conditions and obligations as set forth in the Development Agreement. The Development Agreement was recorded against the Subject Property in the Official Records of Sacramento County on _____, 2025, as Instrument No. 2025-_____.

Developer intends to convey a portion of the Subject Property to Assignee, commonly referred to as Parcel _____, and more particularly identified and described in Exhibit A, attached hereto and incorporated herein by this reference (hereinafter the "**Assigned Parcel**").

Developer desires to assign and Assignee desires to assume all of Developer's right, title, interest, burdens and obligations under the Development Agreement with respect to and as related to the Assigned Parcel.

ASSIGNMENT AND ASSUMPTION

NOW, THEREFORE, Developer and Assignee hereby agree as follows:

Developer hereby assigns, effective as of Developer's conveyance of the Assigned Parcel to Assignee, all of the rights, title, interest, burdens and obligations of Developer under the Development Agreement with respect to the Assigned Parcel. Developer retains all the rights, title, interest, burdens and obligations under the Development Agreement with respect to all other property within the Subject Property owned by Developer.

Assignee hereby assumes all of the rights, title, interest, burdens and obligations of Developer under the Development Agreement with respect to the Assigned Parcel, and agrees to observe and fully perform all of the duties and obligations of Developer under the Development Agreement with respect to the Assigned Parcel. The parties intend hereby that, upon the execution of this Agreement and conveyance of the Assigned Parcel to Assignee, Assignee shall become substituted for Developer as the "Developer" under the Development Agreement with respect to the Assigned Parcel and Developer shall be released of and from any obligations or liabilities under the Development Agreement with respect to the Assigned Parcel.

All of the covenants, terms and conditions set forth herein shall be binding upon and shall inure to the benefit of the parties hereto and their respective heirs, successors and assigns.

The address described in Section 1.6 of the Development Agreement for Developer with respect to the Assigned Parcel shall be:

_____
_____
_____
Attn: _____

[Signatures follow on next page]

IN WITNESS HEREOF, the parties hereto have executed this Agreement as of the day and year first above written. This Agreement may be signed in identical counterparts.

DEVELOPER:

_____,
a _____

By: _____
Print Name: _____
Title: _____

ASSIGNEE:

_____,
a _____

By: _____
Print Name: _____
Title: _____

DEVELOPER:

_____,
a _____

By: _____
Print Name: _____
Title: _____

EXHIBIT "G"

ESTIMATED COSTS OF PUBLIC IMPROVEMENTS EXCLUDING PEDESTRIAN OVERCROSSING

Exhibit G
Broadstone Crossing II - Developer Commitment Traffic Abatement Measures
Concept to Construction Preliminary Engineer's Estimate

Enter the Engineer's Construction Cost Estimate*

Estimated Cost of Construction	$1,700,000		Estimated Time to Complete
Phase of Work with High Level Tasks	**Range of Cost**		
Environmental Phase (3%-5%)	$51,000	**$85,000**	18 months to 5 years, depends on project and impacts as well as needing NEPA in addition to CEQA
Preliminary Design (35% plans)			
Technical Studies and Documentation			
Final Design (8% - 12%)	$136,000	**$204,000**	18 months to 2 years after Environmental Document Complete
65% Design (Plans and Estimate)			
90% Design (Plans, Specs, and Estimate)			
100% (Final Bid Documents)			
Right of Way (5%-10%)	$85,000	**$170,000**	6 to 18 months for regular acquisition, 2 years to 5 years with condemnation
Right of Way Acquisition			
Acquisition Services			
Utility Relocations (5%-10%)	$85,000	**$170,000**	18 months to 3 years for processing, design and field work
Construction			Depends on the volume of project, could be 6 months up to 3 years
Hard Costs	$1,700,000	$1,700,000	
Construction Management (15%-20%)	$255,000	$340,000	
Construction Engineering (5%-7%)	$85,000	$119,000	
City Administration (10% - 18%)	$170,000	**$306,000**	For the duration of the project.
Contingency (10%-30%)	$170,000.0	**$510,000**	10% if at 100% plans/bid, 30% if just starting Environmental
TOTAL ESTIMATED PROJECT COST	**$2,737,000**	**$3,604,000**	

HARD COSTS OF PROJECT DELIVERY	$1,700,000	$1,700,000
SOFT COSTS OF PROJECT DELIVERY	$1,037,000	$1,904,000

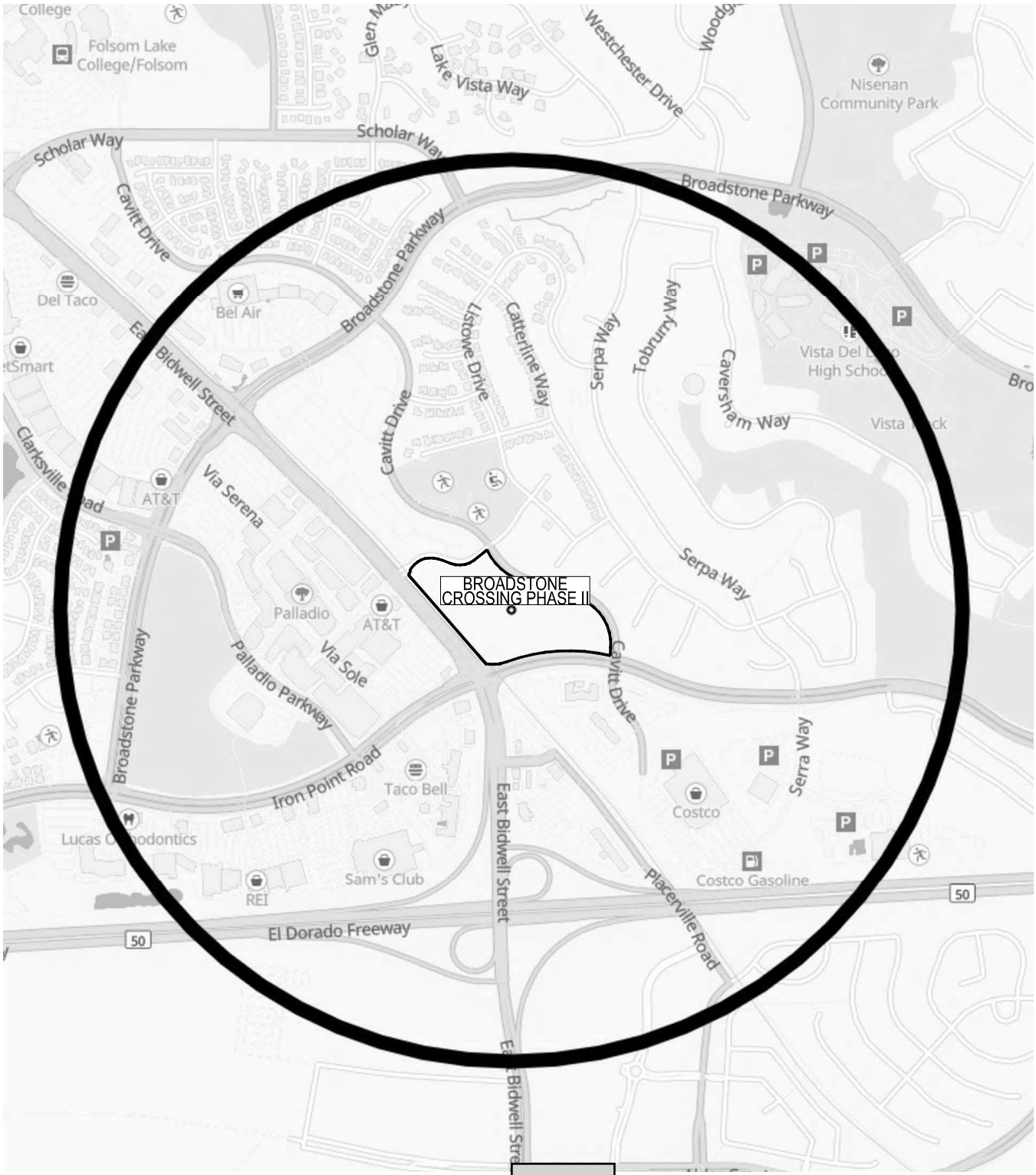
*Initial Construction Estimate Provided by Elliott Homes and Prepared by Teichert for intersection improvements only as described in Condition of Approval No. 42. This estimate is conceptual in nature and does not reflect final design of the project. The Developer is responsible for compensating the City of Folsom for actual costs of the project delivery.

Initial Deposit at Sutter MOB Building Permit		**$1,445,000**
Remaining Deposit Due at Certificate of Occupancy for Sutter		$2,159,000
	Total Estimate	$3,604,000

EXHIBIT "H"

PARCELS POTENTIALLY SUBJECT TO FAIR SHARE CONTRIBUTION

EXHIBIT "H"
PARCELS SUBJECT TO FAIR SHARE CONTRIBUTION
AUGUST 5, 2025



Dwg: X:\2022\22-0091-01 (BROADSTONE CROSSING PHASE III)\DOCS\DA REVIEW\DA EXHIBITS- BROADSTONE CROSSING PHASE 2 (M&P).DWG | Saved: 08-12-25 09:31am SPEDERSEN

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	Public Hearing
SUBJECT:	Ordinance No. 1356 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on East Bidwell Street, Westwood Drive, Alder Creek Parkway, Grand Prairie Road, and Mangini Parkway (Introduction and First Reading)
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council introduce and conduct the first reading of Ordinance No. 1356, an uncodified ordinance adopting prima facie speed limits on East Bidwell Street, Westwood Drive, Alder Creek Parkway, Grand Prairie Road, and Mangini Parkway (Introduction and First Reading).

BACKGROUND / ISSUE

California state law requires local agencies to establish speed limits on public streets based on an Engineering and Traffic Survey for Speed Zoning (ETS). Procedures are defined in both the California Vehicle Code (CVC) and the Manual on Uniform Traffic Control Devices (MUTCD). A new ETS must be conducted when a roadway is newly opened or when traffic conditions have significantly changed. If the ETS recommends a speed limit above the statutory minimum (25 MPH) and below the maximum (65 MPH), the limit must be adopted by ordinance after a public hearing.

POLICY / RULE

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

ANALYSIS

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

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

1. 25 MPH on residential streets that are less than 40 feet wide, not more than one-half mile between traffic control devices, and only one lane of traffic per direction.

2. 25 MPH in business districts, as defined by the California Vehicle Code.

3. 25 MPH when passing a senior center or senior housing facility with proper signage posted.

4. 25 MPH when passing a children's play area during times when children are typically present (usually dawn to dusk).

5. 25 MPH when passing a school while children are present, when the school is not separated from the roadway by a fence. When the school is fenced, then the 25 MPH limit only applies when children are going to or coming from school, if the roadway is used by school age pedestrians to access the campus.

6. 15 MPH in alleys

On roadways that do not meet these criteria, an ETS must be performed to determine the proper prima facie speed. An ETS evaluates existing roadway geometric conditions, collision history, and the land uses adjacent to a given road segment. A radar survey is conducted to determine the 85th-percentile speed (the speed that is not exceeded by 85 percent of vehicles surveyed), the average speed, and the 10 MPH pace (a 10 MPH range of speeds in which the majority of vehicles were traveling). The nearest 5 MPH increment to the 85th-percentile speed is typically deemed the appropriate speed limit, unless other conditions are present that, in the opinion of the traffic engineer, justify further reduction; in which case, the engineer may cite a one-time, downward zoning of an additional five miles per hour.

In accordance with the California Vehicle Code and the MUTCD, traffic engineers also retain the professional discretion to reduce the posted speed limit by an additional 5 MPH when specific roadway or environmental conditions exist that are not readily apparent to the average motorist.

Such conditions may include limited sight distance due to curves or hills, high pedestrian activity in areas without marked crosswalks, unexpected driveway or intersection density, or unique roadside development patterns. This provision intends to enhance safety where hazards may not be immediately visible, ensuring that the established speed limit reflects not just prevailing traffic speeds but also latent safety considerations. Justification for the applicable roadway segments is below

1. *Westwood Drive (Alder Creek Parkway to Mangini Parkway)*

Justification: Surrounding land uses include residential neighborhoods on both sides of the roadway. Sidewalks and bike lanes run along the majority of the road in both directions, supporting year-round pedestrian and bicycle activity. The roadway consists of a single lane in each direction separated by a planted median. Multiple residential driveways and intersecting local streets increase the number of potential conflict points. Recommended speed limit is within the 10 MPH pace range.

2. *Alder Creek Parkway (Westwood Drive to Rustic Ridge Circle)*

Justification: Land uses are primarily residential on both sides of the roadway. Sidewalks and bike lanes run along the majority of the road in both directions, and the segment includes a planted median. High pedestrian activity occurs due to nearby park access, with crossing activity at uncontrolled locations. Recommended speed limit is within the 10 MPH pace range.

3. *Mangini Parkway (Savannah Parkway to Empire Ranch Road)*

Justification: The roadway is flanked by residential neighborhoods on both sides. Sidewalks and bike lanes are present in both directions. Multiple driveways and unsignalized intersections contribute to potential turning conflicts. The corridor's geometry, combined with residential access points, supports a lower posted limit while remaining within the 10 MPH pace range.

The Public Works Department conducts speed surveys on a road-by-road basis, establishing logical segments along each roadway based on geometry and adjacent land use. The item before the Council focuses on six specific segments where speed limits are proposed or updated based on the results of recent traffic engineering surveys. The first recommendation is to establish a 30 mph speed limit on Westwood Drive between Alder Creek Parkway and Mangini Parkway. The second is to establish a 35 mph limit on Alder Creek Parkway between Westwood Drive and Rustic Ridge Circle. The third proposes a 35 mph limit on Mangini Parkway between Savannah Parkway and Empire Ranch Road. A fourth recommends a 35 mph limit on Grand Prairie Road between Summit Street/Rustic Ridge Circle and Alder Creek Parkway. The fifth recommendation is for Mangini Parkway between East Bidwell Street and Oak Avenue Parkway. Finally, a 45 mph speed limit is proposed for East Bidwell Street between the US-50 eastbound off-ramp and White Rock Road. These recommended speed limits were developed through data analysis and thorough evaluation of traffic conditions, roadway characteristics, and adjacent land uses on each surveyed segment.

This is the introduction and first reading of the ordinance. The table below shows the recommendation based on the speed surveys conducted.

Speed Survey Recommendations Table

Street	Survey Limits	Speed (mph)		
		Existing	85th Percentile	Recommended
East Bidwell Street	US-50 Eastbound Off-Ramp to White Rock Road	45	47.8	45
Westwood Drive	Alder Creek Parkway to Mangini Parkway	Not Posted	35.9	30
Alder Creek Parkway	Westwood Drive to Rustic Ridge Circle	30	42.5	35
Grand Prairie Road	Summit Street/Rustic Ridge Drive to Alder Creek Parkway	35	38	35
Mangini Parkway	Savannah Parkway to Empire Ranch Road	30	38	35
Mangini Parkway	East Bidwell Street to Oak Avenue Parkway	40	41.6	35

FINANCIAL IMPACT

There are no financial impacts.

ENVIRONMENTAL REVIEW

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

ATTACHMENTS

1. Ordinance No. 1356 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on East Bidwell Street, Westwood Drive, Alder Creek Parkway, Grand Prairie Road, and Mangini Parkway (Introduction and First Reading)

2. Map of Street Segments and Recommended Speed Limits

3. Draft Action Summary of the June 26, 2025, Traffic Safety Committee meeting

4. 2025 Folsom Plan Area Speed Survey Memorandum Produced by Kimley-Horn and Associates, Inc.

Submitted,

_____

Marcus Yasutake, INTERM PUBLIC WORKS DIRECTOR

Attachment 1

ORDINANCE NO. 1356

AN UNCODIFIED ORDINANCE ADOPTING PRIMA FACIE SPEED LIMITS ON EAST BIDWELL STREET, WESTWOOD DRIVE, ALDER CREEK PARKWAY, GRAND PRAIRIE ROAD, AND MANGINI PARKWAY

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

SECTION 1. PURPOSE

A. State law requires that local agencies establish speed limits on public streets within their jurisdictions using criteria defined in the California Vehicle Code; and
B. The roadways listed in this ordinance are newly created and have not had adopted speed limits; and
C. The Public Works Department has conducted valid Engineering and Traffic Studies for speed zoning to determine prima facie speeds on East Bidwell Street, Westwood Drive, Alder Creek Parkway, Grand Prairie Road, and Mangini Parkway; and
D. The proposed speed limits were reviewed and approved by the Traffic Safety Committee on June 26, 2025; and
E. Notice of hearing has been given in the form and the manner required by State law and the Folsom Municipal Code.

SECTION 2. DESIGNATION OF PRIMA FACIE SPEED LIMITS

The Prima Facie speed limits on East Bidwell Street, Westwood Drive, Alder Creek Parkway, Grand Prairie Road, and Mangini Parkway, as shown under the "Recommended" column in Exhibit A attached to this Ordinance, are hereby adopted by the City Council.

SECTION 3. SEVERABILITY

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

SECTION 4. EFFECTIVE DATE

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

This Ordinance was introduced and the title thereof read at the regular meeting of the City Council on August 26, 2025 and the second reading occurred at the regular meeting of the City Council on September 9, 2025.

On a motion by Councilmember _____ seconded by Councilmember _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 9th day of September 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Exhibit A

CHART OF RECOMMENDED SPEED LIMITS

Speed Survey Recommendations Table

#	Street	Survey Limits	Speed (mph)		
			Existing	85th Percentile	Recommended
1	East Bidwell Street	US-50 Eastbound Off-Ramp to White Rock Road	45	47.8	45
2	Westwood Drive	Alder Creek Parkway to Mangini Parkway	Not Posted	35.9	30
3	Alder Creek Parkway	Westwood Drive to Rustic Ridge Circle	30	42.5	35
4	Grand Prairie Road	Summit Street/Rustic Ridge Drive to Alder Creek Parkway	35	38	35
5	Mangini Parkway	Savannah Parkway to Empire Ranch Road	30	38	35
6	Mangini Parkway	East Bidwell Street to Oak Avenue Parkway	40	41.6	35

Attachment 2

Map of Street Segments and Recommended Speed Limits

2025 Folsom Plan Area Speed Surveys

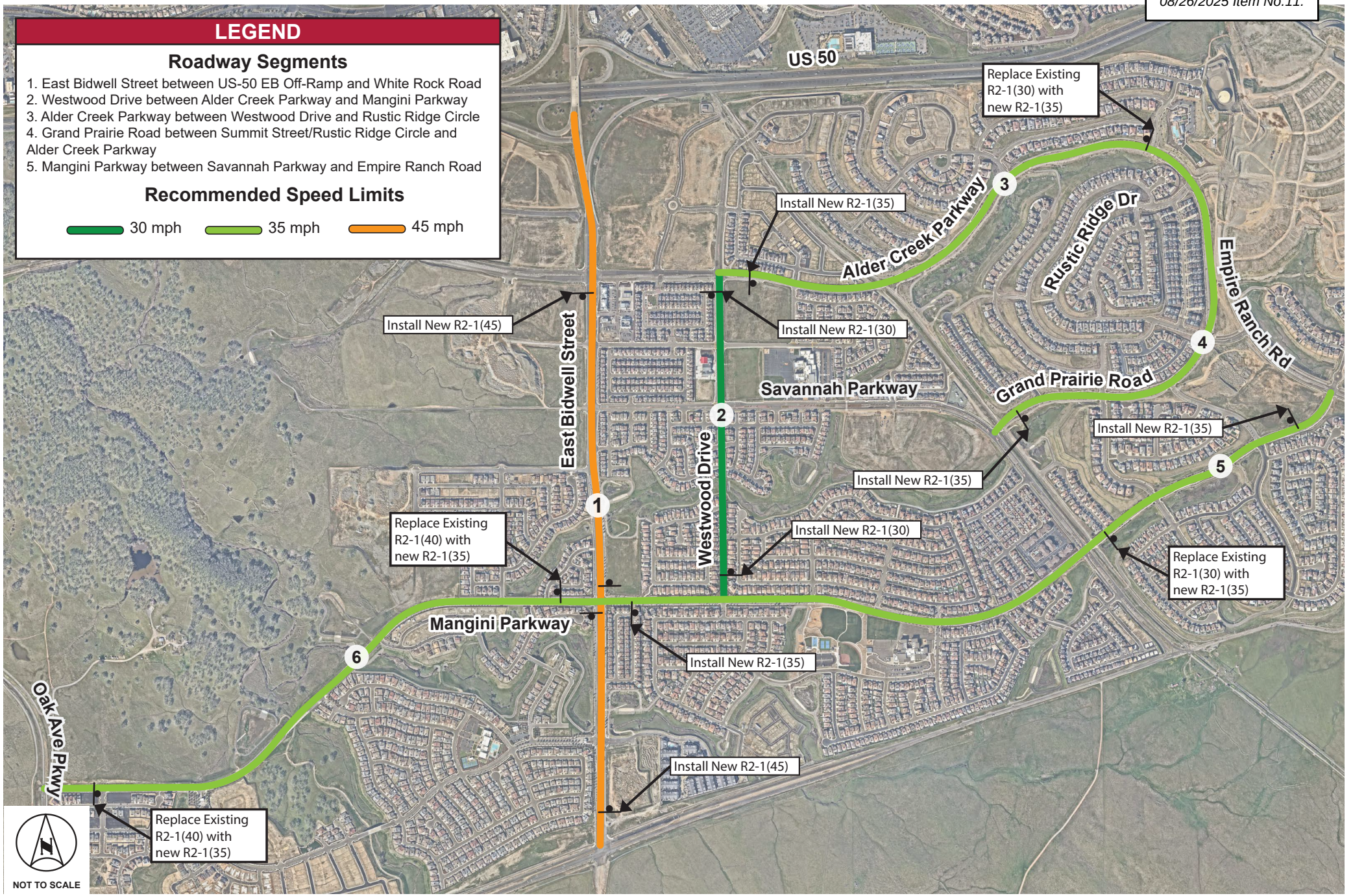


Exhibit 1
Project Vicinity Map and Recommended Speed Limits

Attachment 3

Traffic Safety Committee Draft Meeting Minutes from June 26, 2025

DRAFT Traffic Safety Committee Meeting Minutes

City Council Chambers | 50 Natoma Street, Folsom, CA 95630
June 26, 2025
4:00 PM

Meeting minutes contain an action summary. A video recording of the meeting in its entirety can be found on the City of Folsom website on the Traffic Safety Committee webpage.

1. CALL TO ORDER

Chair Brausch called the meeting to order at 4:00 p.m.

2. ROLL CALL:

PRESENT: M. Austin (arrived at 4:03 p.m.), Z. Bosch, J. Brausch, R. Cogil, K. Goddard

ABSENT: M. McGee, M. Washburn

3. MINUTES

Approval of the Minutes of the April 24, 2025, Meeting.

Goddard motioned to accept the minutes.
Cogil seconded the motion.
Motion was carried with the following vote:

AYES:	Austin, Bosch, Brausch, Cogil, Goddard
ABSTAIN:	None
ABSENT:	McGee, Washburn

4. BUSINESS FROM THE FLOOR/GOOD OF THE ORDER

No public comments were made.

5. ACTION/DISCUSSION ITEMS

a. Pine Grove Way and Oakplace East/Oakplace West – Resident Request for All-Way Stop Sign Control

Public Comment made by David Hassin, Craig Burnett, Sharlotte Bennett, Alison Majer, Amanda Ross, Dale Alto, and Jann Jones.

The Traffic Safety Committee did not recommend placing an all-way stop sign at the intersection of Pine Grove Way and Oakplace East/Oakplace West.

The Traffic Safety Committee recommends speed limit signs on Pine Grove Way in both directions, pavement paint with speed limit in both directions, pedestrian warning signage, intersection pedestrian warning signage, and installation of radar feedback signs on Pine Grove Way on approach. There will be a three-month evaluation of the effectiveness of the preventative measures, based on residential feedback and results from the radar feedback signs.

Cogil proposed the motion.
Goddard seconded the motion.
Motion carried with the following vote:

AYES:	Austin, Bosch, Brausch, Cogil, Goddard
ABSTAIN:	None
ABSENT:	McGee, Washburn

b. Westwood Drive and Needlegrass Drive – Resident Request for Traffic Calming/Intersection Control

The Traffic Safety Committee recommends radar feedback signs on north and south bound Needlegrass Drive, committee standard measures for speed reduction, dotted line paint markers for bike lanes across street entrances, encourage the residential speed watch program, and encourage the Folsom Police Department to increase enforcement of speed limits where possible. Six months after the future trail and crosswalk are completed, Rectangular Rapid Flashing Beacons (RRFB) installed, and school resumes, the committee will evaluate the effectiveness, unless the speed watch program brings additional information sooner that needs to be addressed.

Brausch proposed the motion.
Cogil seconded the motion.
Motion carried with the following vote:

AYES:	Austin, Bosch, Brausch, Cogil, Goddard
ABSTAIN:	None
ABSENT:	McGee, Washburn

c. Speed Limit Adoption: Various Arterial and Collector Streets in the Folsom Plan Area

The Traffic Safety Committee recommends the approval of the speed limit recommendations for various arterial and collector streets in the Folsom Plan Area. Specifically, US-50 eastbound off-ramp to White Rock Road, Alder Creek Parkway to Mangini Parkway, Westwood Drive to Rustic Ridge Circle, Rustic Ridge Circle to Alder Creek Parkway, Savannah Parkway to Empire Ranch Road, and East Bidwell Street to Oak Avenue Parkway. The committee approves City staff to bring the speed limit adjustments to the City Council for adoption by ordinance.

Goddard proposed the motion.
Cogil seconded the motion.
Motion carried with the following vote:

AYES:	Austin, Bosch, Brausch, Cogil, Goddard

ABSTAIN: None
ABSENT: McGee, Washburn

5. INFORMATIONAL ITEMS

a. Traffic Safety Committee Action Item Updates

Chair Brausch commented that Mangini Parkway RRFBs have been installed.

Chair Brausch requested to reconsider the yellow sanctions on North Lexington Drive on a future agenda due to residential complaints that they are not aiding in the traffic control. Bosch agreed to monitor the intersection after school resumes to get video on the situation before adding it to a future agenda.

Bosch will remove Natoma Station Drive and Ashcat Way from the tracker as RRFBs have been installed, the school district has confirmed RRFBs are working, and it has been two years since any outreach.

Bosch informed the committee that there has been no outreach from the public on the South Lexington Drive speeding issue, and there is no urgency to act.

Cogil brought to the committee's attention that the bollards at Willow Creek Drive and Randall Drive have been run over and are bent. Bosch agreed to send City staff to replace the broken bollards.

b. Upcoming Traffic Safety Committee items
- Riley Street and Teceira Way – All Way Stop Control Request
- East Natoma Street and Wesley Drive – All Way Stop Control Request
- Oak Avenue and Vista Oak Drive – All Way Stop Request
- Willow Creek Drive – Traffic Calming Request by Committee Member Cogil

Bosch received a request for a stop sign at American River Canyon Drive and Morning Dove Lane/Bobwhite Lane, which will be added to upcoming Traffic Safety Committee items.

Cogil requested that the Willow Creek Drive – Traffic Calming item be removed from upcoming agendas until the water project is completed. Bosch agreed and will be in contact with Cogil about when the item can be added back to the list.

6. ADJOURNMENT

Meeting adjourned at 5:22 p.m.

Attachment 4

2025 Folsom Plan Area Speed Survey Memorandum Produced by Kimley-Horn and Associates, Inc.

Kimley»Horn

Memorandum

To: Zach Bosch, P.E.
City of Folsom

From: Robert Paderna, P.E., RSP_1
Curtis Yee, PE

Re: 2025 Folsom Plan Area Speed Surveys

Date: June 23, 2025

The purpose of this memorandum is to document the results of the speed surveys conducted within the Folsom Plan Area. Additionally, this memorandum presents recommended speed limits based on the data collected and the evaluation completed.

Introduction and Background

An Engineering and Traffic Survey (E&TS) was conducted to serve as the basis for the establishment and future enforcement of the speed limit along six project roadway segments within the Folsom Plan Area in the City of Folsom. The roadway segments include:

1. East Bidwell Street, from US-50 Eastbound Off-ramp to White Rock Road
2. Westwood Drive, from Alder Creek Parkway to Mangini Parkway
3. Alder Creek Parkway, from Westwood Drive to Eastern terminus of road (Summit Street/Rustic Ridge Drive)
4. Grand Prairie Road, from Summit Street/Rustic Ridge Drive to Alder Creek Parkway
5. Mangini Parkway, from Savannah Parkway to Empire Ranch Road
6. Mangini Parkway, from East Bidwell Street to Oak Avenue Parkway

Engineering and Traffic Surveys for establishment of speed limits are regularly conducted, at least once every five (5) years, by governing municipalities for the purpose of complying with Section 40802(a) of the California Vehicle Code (CVC) and the national Uniform Vehicle Code. E&TSs may be extended to every seven (7) years if criteria specified by CVC 40702(c)(1) are met, or every ten (14) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the CVC. In addition, an E&TS should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed, which is the case along the six study segments covered in this memorandum.

Regulations and Guidelines

Division 11, Chapter 7, of the 2018 CVC defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are 15 miles per hour (mph) at unprotected railroad grade crossings, highway intersections with site restrictions, and on any alley. In addition, the prima facie speed limit is 25 mph in residential and business districts, when approaching or passing a school building or grounds thereof or when passing a senior center or other facility primarily used by senior citizens. Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

> "A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous

property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists."

"A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists."

Section 22357(a) permits the establishment of speed limits greater than 25 mph based on the following text:

"Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe."

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an E&TS. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or ten years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire passed the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC:

"(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

Kimley»Horn

(A) Roadway width of not more than 40 feet.
(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
(C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign."

Assembly Bill 43 added Section 22358.7 to the CVC to read:

"(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a *safety corridor*. A local authority shall not deem more than one-fifth of their streets as safety corridors.
(2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

(b) (1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway."

Since the addition of 22358.7 to the CVC, the CA MUTCD has been revised to include the "safety corridor" definition requirements in Table 2B-105(CA).

Requirements and Methodology of an Engineering and Traffic Study

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe, and are not dependent on the judgment of one or a few individuals.

The E&TS, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicycle activity, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related roadway and traffic variables was conducted which is considered in combination with the statistical data and collision history

of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an E&TS are outlined in the 2014 California MUTCD (CA MUTCD). The statistical factors used to analyze the collected speed survey data and additional factors as noted in the CA MUTCD to consider are defined in the following section.

Speed Survey Evaluation

The six (6) study segments within the Folsom Plan Area were evaluated by Kimley-Horn and are included in this memorandum. These roadway sections and limits of the sections are listed in **Table 1** and presented in **Exhibit 1.**

Field Review

Speed data was collected using manual radar surveys performed by NDS, a subconsultant to Kimley-Horn. Each of the radar speed surveys were conducted from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and utilized in this evaluation. Chapter 2B of the CA MUTCD indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street, or a minimum observation time of two hours if the minimum sample size cannot be met due to low traffic volumes. This requirement is acknowledged to result in excessive survey periods for low volume roadways. In addition, average daily traffic (ADT) counts were collected at all study locations and are presented in **Table 1**.

Table 1 – Survey Locations and Limits

No	Street	Limits		ADT*
1	East Bidwell Street	US-50 Eastbound Off-Ramp	White Rock Road	14,120
2	Westwood Drive	Alder Creek Parkway	Mangini Parkway	2,890
3	Alder Creek Parkway	Westwood Drive	Rustic Ridge Circle	3,950
4	Grand Prairie Road	Summit Street/Rustic Ridge Drive	Alder Creek Parkway	1,730
5	Mangini Parkway	Savannah Parkway	Empire Ranch Road	1,870
6	Mangini Parkway	East Bidwell Street	Oak Avenue Parkway	1,280

* Source: ADT data collected on May 6, 2025

Examples of the field data observed and collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below.

1. Segment length, width and alignment;
2. Level of pedestrian, bicycle, neighborhood electric vehicles (NEV), and truck activity;
3. Traffic flow characteristics;
4. Number of lanes and other channelization/striping factors;
5. Frequency of intersections, driveways, uncontrolled crossings, on-street parking, bike/NEV lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
7. Pavement condition;
8. Obstructions to driver/pedestrian visibility;
9. Land use and proximity of schools, parks/recreation areas, and senior centers;
10. Uniformity with existing speed zones in adjacent jurisdictions; and,
11. Any other unusual conditions or hazards not readily apparent to the driver.

Statistical Analysis Factors

Significant factors used to analyze the collected survey data are summarized below:

1. 85th Percentile Speed. The Critical Speed, or the 85th Percentile Speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.

2. The 10-mph Pace. The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.

3. 50th Percentile Speed. The Median Speed, or 50th Percentile Speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.

4. 15th Percentile Speed. The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.

5. Percent of Vehicles in Pace Speed. The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of the 10-mph pace is often between 60 and 90 percent.

Based on the 2014 CA MUTCD[1], the guidance for establishing speed limits indicates that speed limits "shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic." In matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a reduction of the posted speed limit by 5 mph due to specific factors such as road characteristics, adjacent land uses, presence of bike routes/lanes, the pace speed, roadside development and environment, parking practices and pedestrian activity, and collision history.

Collision History

The speed survey worksheets summarize the available collision information for the study segments. The collision information for the segments was obtained from the Statewide Integrated Traffic Records System (SWITRS) from January 1, 2022 to December 31, 2024.

[1] *2014 California MUTCD, Chapter 2B, 2025*

Kimley»Horn

Results and Recommendations

The speed limit recommendations contained in this memo are intended to establish the appropriate posted speed limits along the study segments. The recommended speed limits were developed based on data analysis results of a thorough evaluation of the study segments which were surveyed. A summary of the data analysis, along with recommended speed limit, is presented in **Table 2**. The supporting speed survey worksheets are provided in **Attachment 1.**

Table 2 – Speed Survey Recommendations

Street Segment	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace
East Bidwell Street between US-50 Eastbound Off-Ramp and White Rock Road	45	45*	47.8	42.6	39-48	70%
Westwood Drive between Alder Creek Parkway and Mangini Parkway	Not Posted	**30***	35.9	30.7	27-36	76%
Alder Creek Parkway between Westwood Drive and Rustic Ridge Circle	30	**35*+**	42.5	37.9	33-42	72%
Grand Prairie Road between Summit Street/Rustic Ridge Drive and Alder Creek Parkway	35	35*	38.0	32.8	29-38	77%
Mangini Parkway between Savannah Parkway and Empire Ranch Road	30	**35***	38.0	34.6	29-38	81%
Mangini Parkway between East Bidwell Street and Oak Avenue Parkway	40	**35***	41.6	35.4	32.41	62%

Notes:

* 5 MPH reduction applied per CVC 22358.6 consistent with CA MUTCD Table 2B-103 (CA).

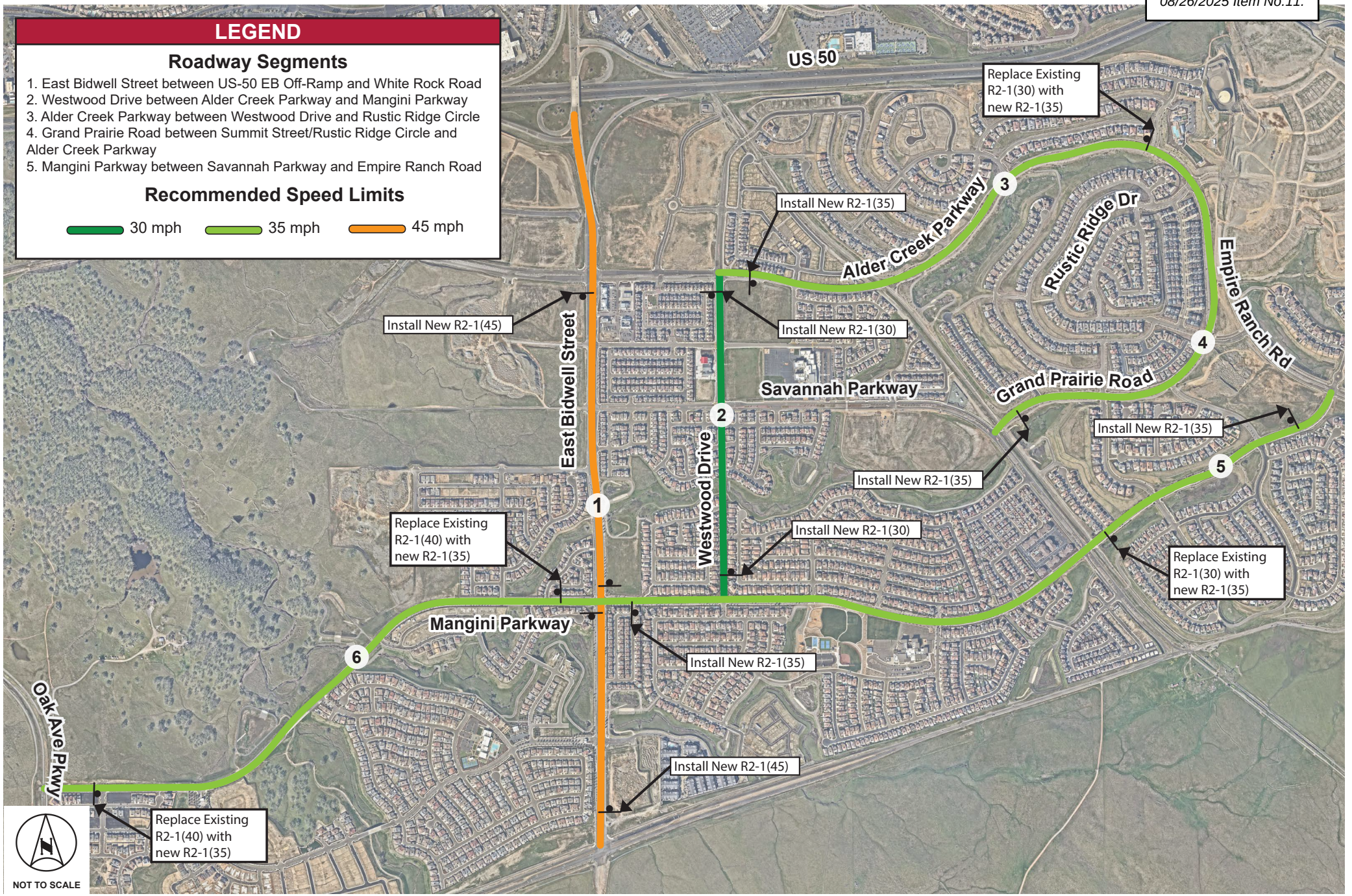
+ 5 MPH reduction applied per CVC 22358.7 for facilities that generate high concentrations of pedestrians and bicyclists consistent with CA MUTCD Table 2B-104 (CA).

Bold denotes a change from the existing speed limit.

Attachments:

Exhibit 1 – Project Vicinity Map and Recommended Speed Limit
Attachment 1 – Speed Survey Worksheets

2025 Folsom Plan Area Speed Surveys



Kimley»Horn

Exhibit 1
Project Vicinity Map and Recommended Speed Limits

Attachment 1

Speed Survey Worksheets

Street: E Bidwell St **Location:** 410ft South of Orion Wy

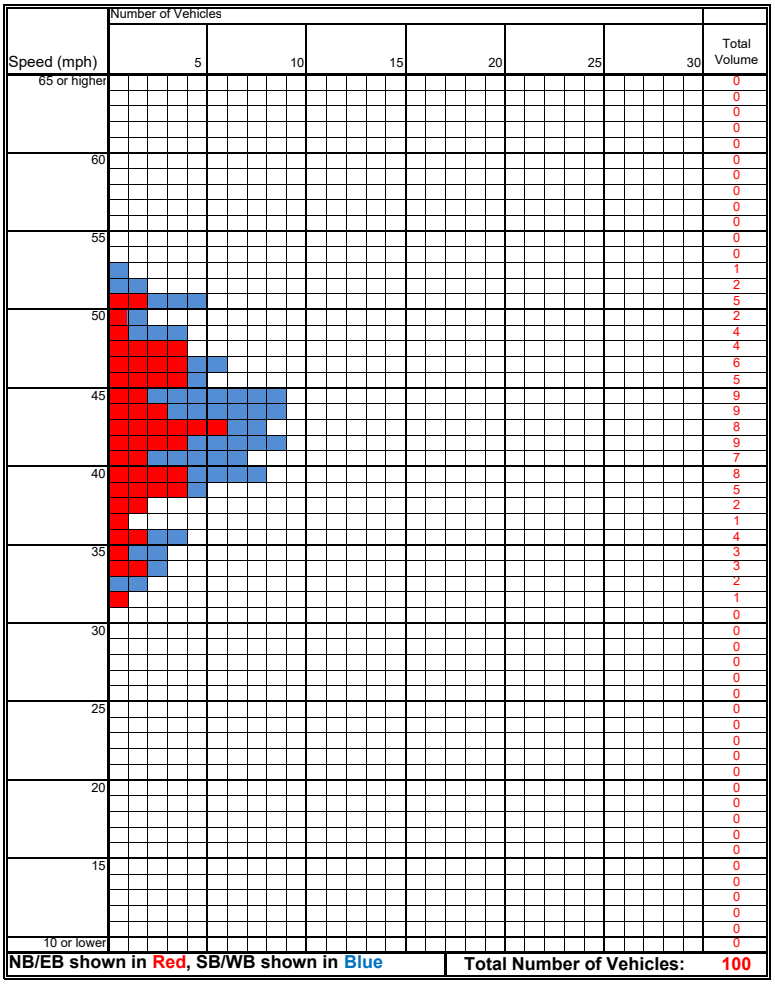
Segment: Between U.S. 50/El Dorado Fwy EB off-Ramp & White Rock Rd

Segment #: 01 **Direction:** Northbound & Southbound

SPEED SURVEY

Date: 5/7/2025 **Day:** Wednesday **Time:** 12:56 - 13:25

Weather: Clear/Dry **Observer:**



SPEED DATA

Posted:	45	MPH
85th %:	47.8	MPH
50th %:	42.6	MPH
Pace:	39-48	MPH
% in Pace:	70%	MPH
% Below Pace:	16%	MPH
% Above Pace:	14%	MPH

COLLISION HISTORY

YEAR	2022	2023	2024
PDO	0	0	0
INJURY	0	1	2
FATAL	0	0	0
TOTAL	0	1	2

ROADWAY CONDITIONS

Recommended Speed: 45 mph (applied 5 mph decrease from 50 mph)

Roadway Segment Conditions: Surrounding land uses consist of a mix of residential and commercial areas on both sides of the road. Continuous sidewalks and bike lanes supporting pedestrian and cyclist access on both sides for a majority of the road. Infrastructure project sites also present on both sides. Recommended speed limit is within 10 mph pace.

DECLARED SPEED LIMIT: 45 MPH

Zach Bosch, PE DATE
Senior Civil Engineer
Resolution # Adopted:

Street: Westwood Dr **Location:** 280ft North of Needlegrass Dr

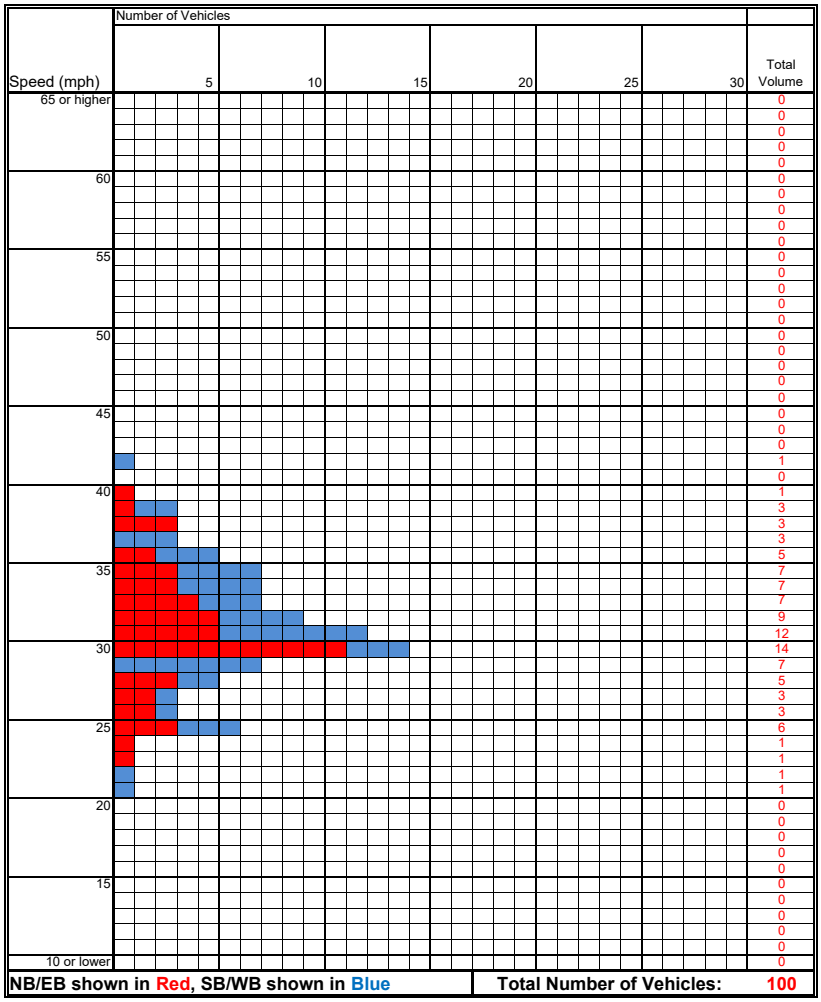
Segment: Between Alder Creek Pkwy & Mangini Pkwy

Segment #: 02 **Direction:** Northbound & Southbound

SPEED SURVEY

Date: 5/7/2025 **Day:** Wednesday **Time:** 10:15-11:15

Weather: Clear/Dry **Observer:**



SPEED DATA

Posted:	Not Posted	MPH
85th %:	35.9	MPH
50th %:	30.7	MPH
Pace:	27-36	MPH
% in Pace:	76%	MPH
% Below Pace:	13%	MPH
% Above Pace:	11%	MPH

COLLISION HISTORY

YEAR	2022	2023	2024
PDO	0	1	0
INJURY	0	0	1
FATAL	0	0	0
TOTAL	0	1	1

ROADWAY CONDITIONS

Recommended Speed: 30 mph
(applied 5 mph decrease from 35 mph)

Roadway Segment Conditions:
Surrounding land uses include residential neighborhoods on both sides of the road. Sidewalks and bike lanes run along the majority of the road in both directions. Road consists of a single lane in each directionswith a planted median. Recommended speed limit is within 10 mph pace.

DECLARED SPEED LIMIT: 30 MPH

Zach Bosch, PE DATE
Senior Civil Engineer
Resolution # Adopted:

Street: Alder Creek Parkway **Location:** 780ft West of Pleasant Ravine Dr

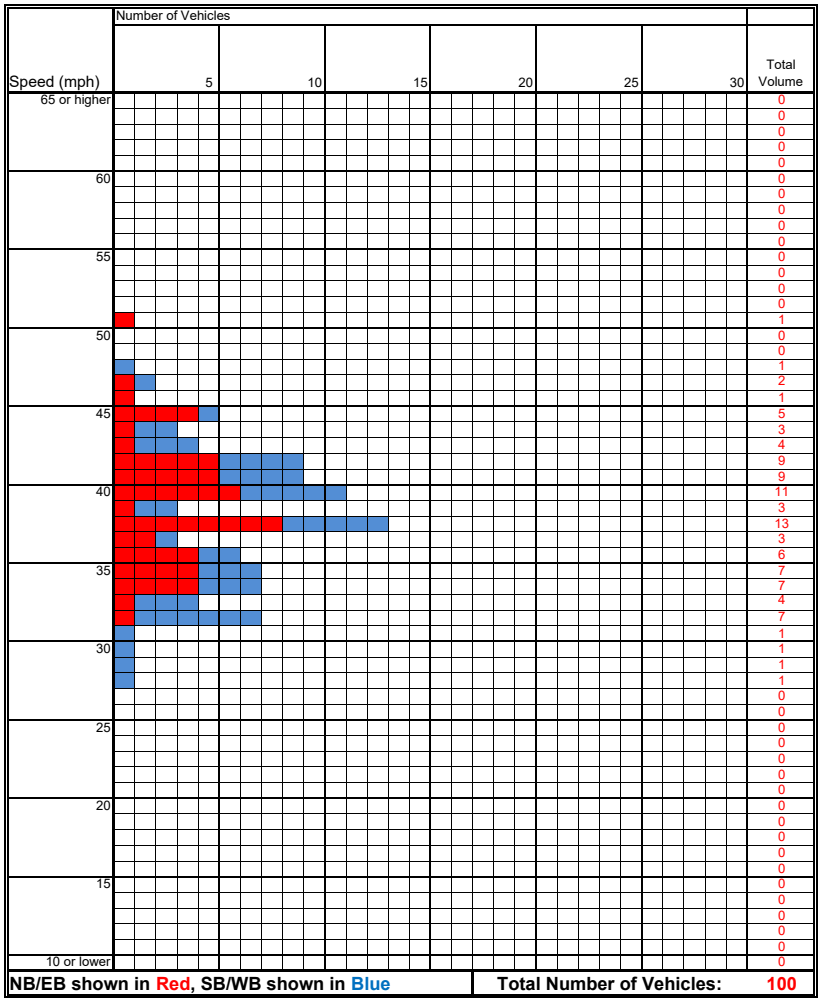
Segment: Between Westwood Dr & Summit St/Rustic Ridge Cir

Segment #: 03 **Direction:** Eastbound & Westbound

SPEED SURVEY

Date: 5/6/2025 **Day:** Tuesday **Time:** 9:00-9:40

Weather: Clear/Dry **Observer:**



SPEED DATA

Posted:	30	MPH
85th %:	42.5	MPH
50th %:	37.9	MPH
Pace:	33-42	MPH
% in Pace:	72%	MPH
% Below Pace:	11%	MPH
% Above Pace:	17%	MPH

COLLISION HISTORY

YEAR	2022	2023	2024
PDO	1	1	0
INJURY	0	0	0
FATAL	0	0	0
TOTAL	1	1	0

ROADWAY CONDITIONS

Recommended Speed: 35 mph
(applied 5 mph decrease from 40 mph)

Roadway Segment Conditions:
Surrounding land uses include residential neighborhoods on both sides of the road. Sidewalks and bike lanes run along the majority of the road in both directions. Road consists of a single lane in each directionswith a planted median. Recommended speed limit is within 10 mph pace.

DECLARED SPEED LIMIT: 35 MPH

Zach Bosch, PE DATE
Senior Civil Engineer
Resolution # Adopted:

Street: Grand Prairie Road **Location:** 650ft North of Rustic Ridge Cir

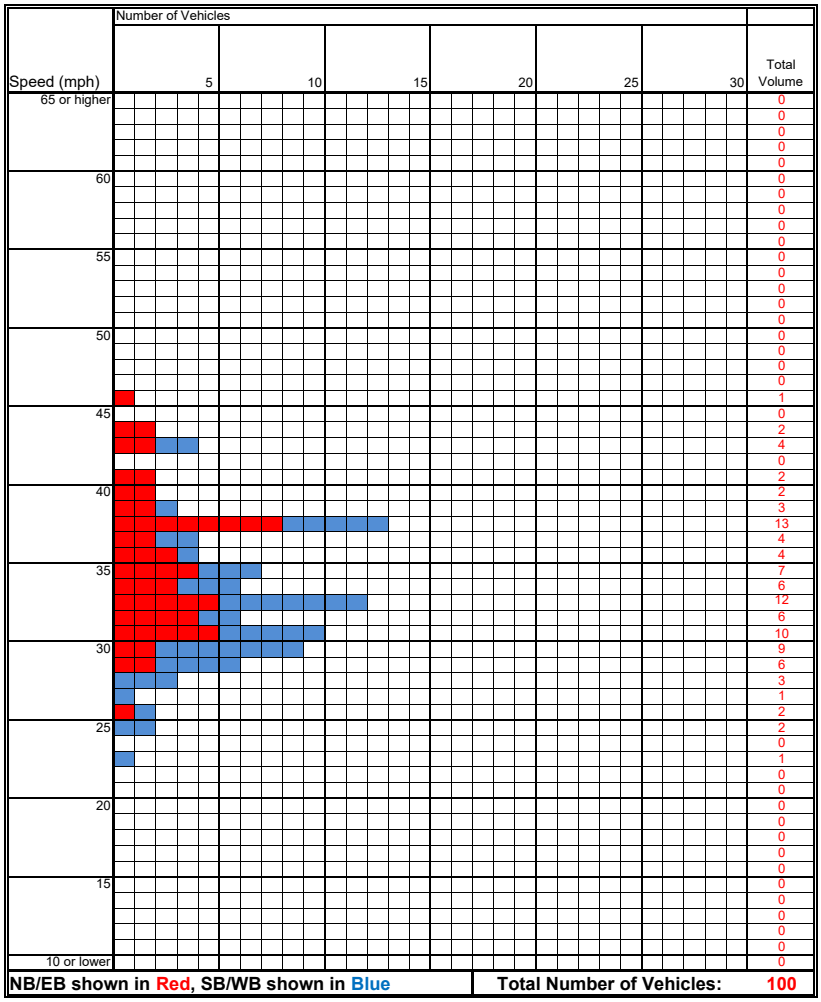
Segment: Between Summit St/Rustic Ridge Cir & Alder Creek Pwky

Segment #: 04 **Direction:** Northbound & Southbound

SPEED SURVEY

Date: 5/6/2025 **Day:** Tuesday **Time:** 10:00 - 12:00

Weather: Clear/Dry **Observer:**



SPEED DATA

Posted:	35	MPH
85th %:	38.0	MPH
50th %:	32.8	MPH
Pace:	29-38	MPH
% in Pace:	77%	MPH
% Below Pace:	9%	MPH
% Above Pace:	14%	MPH

COLLISION HISTORY

YEAR	2022	2023	2024
PDO	1	1	0
INJURY	0	0	0
FATAL	0	0	0
TOTAL	1	1	0

ROADWAY CONDITIONS

Recommended Speed: 35 mph
(applied 5 mph decrease from 40 mph)

Roadway Segment Conditions:
Surrounding land uses include residential neighborhoods on both sides of the road. Sidewalk and bike lanes run along the north side of the road. A multi-use trail runs along the south side of the road. Road consists of a single lane in each directionswith a planted median. Recommended speed limit is within 10 mph pace.

DECLARED SPEED LIMIT: 35 MPH

Zach Bosch, PE DATE
Senior Civil Engineer
Resolution # Adopted:

Street: Mangini Parkway **Location:** 480ft West of Rock Springs Ranch Dr

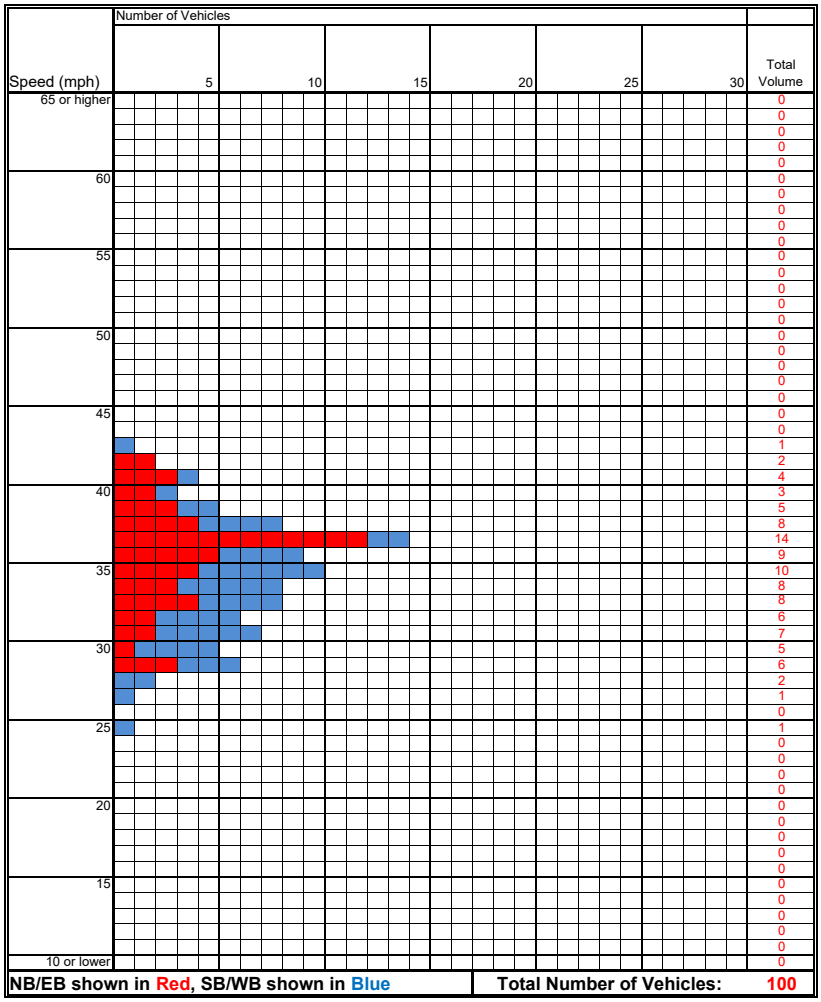
Segment: Between Savannah Pkwy & Empire Ranch Rd

Segment #: 05 **Direction:** Eastbound & Westbound

SPEED SURVEY

Date: 5/6/2025 **Day:** Tuesday **Time:** 12:15-13:30

Weather: Clear/Dry **Observer:**



SPEED DATA

Posted:	30	MPH
85th %:	38.0	MPH
50th %:	34.6	MPH
Pace:	29-38	MPH
% in Pace:	81%	MPH
% Below Pace:	4%	MPH
% Above Pace:	15%	MPH

COLLISION HISTORY

YEAR	2022	2023	2024
PDO	0	0	0
INJURY	0	0	2
FATAL	0	0	0
TOTAL	0	0	2

ROADWAY CONDITIONS

Recommended Speed: 35 mph
(applied 5 mph decrease from 40 mph)

Roadway Segment Conditions:
Surrounding land uses include residential neighborhoods on both sides of the road. Sidewalks and bike lanes run along roadway in both directions. Road consists of a single lane in each directionswith a planted median. Recommended speed limit is within 10 mph pace.

DECLARED SPEED LIMIT: 35 MPH

Zach Bosch, PE DATE
Senior Civil Engineer
Resolution # Adopted:

Street: Mangini Parkway **Location:** 380ft West of Timber Ln

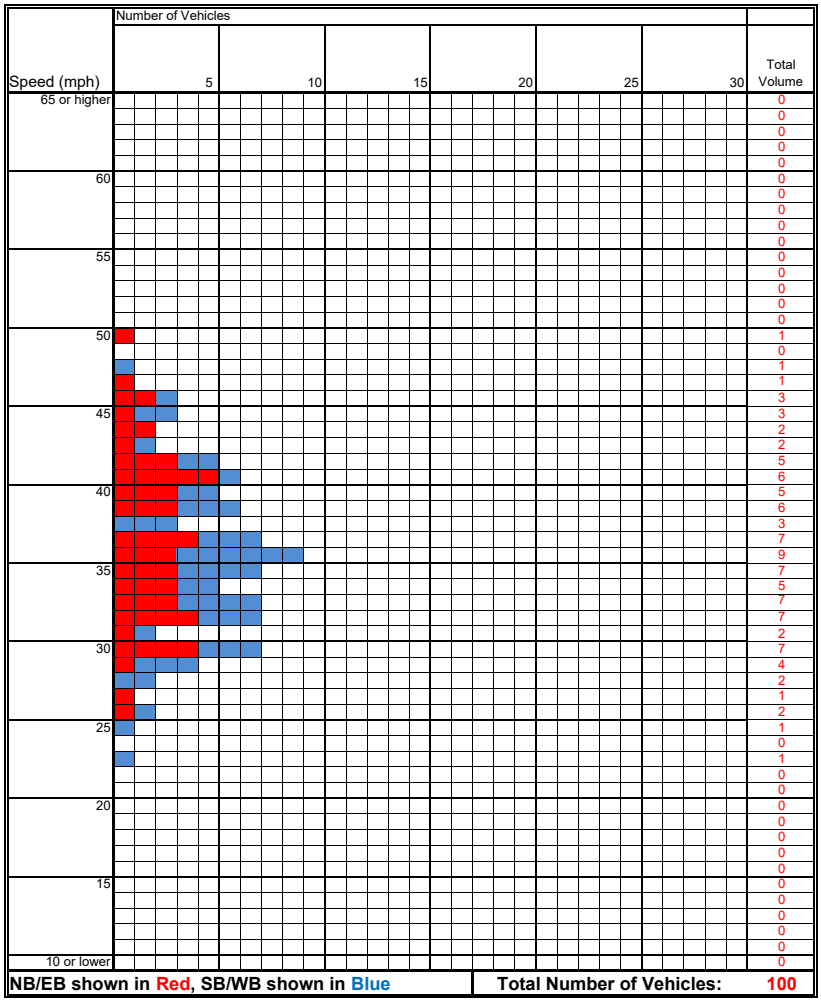
Segment: Between E Bidwell St & Oak Ave Pkwy

Segment #: 06 **Direction:** Eastbound & Westbound

SPEED SURVEY

Date: 5/7/2025 **Day:** Wednesday **Time:** 11:20 - 12:45

Weather: Clear/Dry **Observer:**



SPEED DATA

Posted:	40	MPH
85th %:	41.6	MPH
50th %:	35.4	MPH
Pace:	32-41	MPH
% in Pace:	62%	MPH
% Below Pace:	20%	MPH
% Above Pace:	18%	MPH

COLLISION HISTORY

YEAR	2022	2023	2024
PDO	0	0	0
INJURY	0	0	0
FATAL	0	0	0
TOTAL	0	0	0

ROADWAY CONDITIONS

Recommended Speed: 35 mph
(applied 5 mph decrease from 40 mph)

Roadway Segment Conditions:
Surrounding land uses include residential neighborhoods on both sides of the road. Sidewalks and bike lanes run along the south side of the road. Road consists of a single lane in both directions with a planted median. Recommended speed limit is within 10 mph pace.

DECLARED SPEED LIMIT: 35 MPH

Zach Bosch, PE DATE
Senior Civil Engineer
Resolution # Adopted:

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	New Business
SUBJECT:	Appointment of At-Large Planning Commissioner to Serve the Remainder of the Term Expiring in December 2026
FROM:	City Clerk's Department

RECOMMENDATION

Staff recommends that the City Council appoint a qualified individual to the vacant at-large Planning Commissioner position. This appointment will serve to complete the remainder of the current term, which is scheduled to expire in December 2026. This action is crucial for maintaining the full operational capacity of the Folsom Planning Commission.

BACKGROUND / ISSUE

The Folsom Planning Commission is established under both the City's Charter and the Folsom Municipal Code. Its primary function involves advising the City Council on critical land use matters and exercising decision-making authority over a broad spectrum of planning and development issues within the city. These responsibilities include, but are not limited to, the review and approval of conditional use permits, variances, design reviews, and subdivision maps. The Commission is instrumental in ensuring that development projects and land use policies are consistent with the City's adopted General Plan and other municipal ordinances, thereby upholding the community's established vision for growth and development.

The Planning Commission consists of seven members appointed by the City Council. Five of these members are appointed directly by individual City Councilmembers, with their terms running concurrently with that of their appointing Councilmember. The remaining two members are designated as "at-large" positions, appointed by a majority vote of the full City Council.

To be eligible for appointment, Planning Commissioners must be residents and registered voters of the City of Folsom at the time of their appointment and throughout their term of office. These residency and registered voter requirements highlight the importance of local civic engagement and direct accountability to the Folsom electorate for those serving on the Planning Commission. This

provision ensures a vested interest in the community's well-being and reinforces the City's value for local knowledge and a personal stake in Folsom's future from its planning commissioners.

A vacancy currently exists in one of the two at-large Planning Commission seats. This vacancy arose due to the resignation of a commissioner prior to the natural expiration of their term. The unexpired portion of this term extends through December 2026.

POLICY

In the event of a vacancy in an at-large commission seat, such as the current Planning Commission vacancy, the City Council possesses the authority to appoint a qualified individual to serve the remainder of the unexpired term. This provision is explicitly outlined in Folsom Municipal Code Section 2.35.030(D) and further reinforced by Section 17.04.026, which specifically addresses vacancies within the Planning Commission. These sections stipulate that if an at-large seat becomes vacant before its term concludes, the City Council shall make an appointment for the remaining duration of that term.

For most at-large appointments, including those to the Planning Commission, terms are set to expire on the date of the first regularly scheduled meeting of the City Council in December of the even-numbered year in which the specific term concludes. The current vacant at-large seat's term aligns with this policy, expiring in December 2026.

As a general policy, no individual may concurrently hold more than one appointed commission, board, council, or committee seat within the City of Folsom. There are limited exceptions to this rule, such as appointments made by virtue of membership on another body, such as Planning Commissioners appointed to the Historic District Commission. This policy aims to ensure broad participation and prevent concentration of influence across multiple city entities. This general policy, while not directly related to the current vacancy's cause, reflects a broader governance principle of distributing civic engagement opportunities and promoting broader community involvement and ensures that various perspectives are brought to different city bodies.

ANALYSIS

To ensure a transparent, inclusive, and comprehensive selection process for the vacant at-large Planning Commissioner position, the City undertook a robust outreach campaign to solicit interest from qualified residents. The vacancy was widely advertised across multiple official City communication channels, including the City's official website, newsletters, and various City-managed social media platforms. Additionally, the opportunity was publicized in the Folsom Telegraph. This multi-channel advertising approach demonstrates a strategic effort by the City to maximize public awareness and attract a diverse pool of applicants, promoting equitable access to civic service opportunities. By utilizing the City's official website for formal announcements, social media for broader, more immediate reach, and a local newspaper to capture a traditional, community-focused audience, the City ensures that the vacancy is visible to a wide cross-section of Folsom residents. This proactive and inclusive outreach strategy aims to attract a diverse range of candidates, enriching the applicant pool and potentially leading to a more representative and effective Planning Commission.

The application period concluded on August 14, by which time a total of 23 applications were received. Applications were distributed to each member of the City Council on August 15 for their

advance review. This allows Councilmembers ample time to evaluate the qualifications and experience of each candidate prior to appointment discussions.

ATTACHMENTS:

Attached are applications from the following individuals (personal information, such as home address, telephone and email address has been redacted).

1. Bryce Becker
2. Solomon Chis
3. Linda Clifford
4. Ryan Ellis
5. Etienne Girard
6. David Hickok
7. Barbara Holly
8. Alane Loisel
9. Toby Magarian
10. Edwin (Aaron) Mann
11. Marko Mlikotin
12. Jag Nagendra
13. Chris Nwakobi
14. Kenneth Payne
15. Cici Robinson
16. Bill Romanelli
17. Amanda Ross
18. Rob Ross
19. Jaspal Sidhu
20. Patrick Stover
21. James Tedford
22. Stephen Williams
23. Farrah Wood

Respectfully submitted,

Christa Freemantle, CMC
City Clerk

Attachment 1

Planning Commission Applications

Application Review Packet

City Council Meeting: August 26, 2025

Appointment of At-Large Planning Commissioner
Term Ending December 2026

Submitted Applications

1. Bryce Becker
2. Solomon Chis
3. Linda Clifford
4. Ryan Ellis
5. Etienne Girard
6. David Hickok
7. Barbara Holly
8. Alane Loisel
9. Toby Magarian
10. Edwin (Aaron) Mann
11. Marko Mlikotin
12. Jag Nagendra
13. Chris Nwakobi
14. Kenneth Payne
15. Cici Robinson
16. Bill Romanelli
17. Amanda Ross
18. Rob Ross
19. Jaspal Sidhu
20. Patrick Stover
21. James Tedford
22. Stephen Williams
23. Farrah Wood

This packet contains the applications and supporting documents for all candidates

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
12 AUG '25 08:55
Registered Voter: Yes / No
JJ

Folsom Commission and Committee APPLICATION

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Bryce Becker

Residence Address:

Email:

Phone:

Employer and Occupation: Lincoln Urgent Care and UC Davis. Physician Assistant

Currently Serving on a Commission/Committee? If yes, please specify:
No

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Bryce Becker Date: 8/11/25

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Bryce Becker

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

x X Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Bryce Becker

Informational Questions: (please answer all four questions)

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

I would like to serve with the planning commission to help facilitate healthly sustainable long term growth in Folsom.

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

I beleive some of the top issues facing the commission include improving and developing mixed use areas, re-evaluating current zoning, improving public and non-motorized transportation throughout Folsom, and preserving and increasing visiblity of historic areas in Folsom.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Bryce Becker

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

I have experience working with nearly 50 new individuals on a daily basis in my medical practice in which I am required to listen, assess, diagnosis, provide treatment recommendations, and create an understanding between myself and my patients that they can agree with. This exposure allows me to work cooperatively with others and alows me to listen carefully and thoughtfully when presented with new problems.

I am a regular user of public ammenities, and I am mindfull of the many potential positive or negative impacts that each project performed within a city can have.

My long term goal is to help improve the quality and strength of our city.

4. Which commission or committee meetings have you attended?

May and June city council meetings remotely.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
14 AUG '25 AM9:08
Registered Voter: Yes / No
JJ

Folsom Commission and Committee APPLICATION

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Solomon Chis

Residence Address:

Email:

Phone:

Employer and Occupation: Happy Memories LLC , Administrator

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

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

Registered to vote? Indicate Yes / No yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: yes

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

Signature: solomon chis Digitally signed by solomon chis Date: 2025.08.13 19:19:44 -07'00' Date: 08/12/25

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Solomon Chis

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

X Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Solomon Chis

Informational Questions: (please answer all four questions)

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

I am eager to serve on the City of Folsom Planning Committee because I care deeply about the long-term growth, livability, and character of our community. Folsom is a city with a rich history, a vibrant economy, and a high quality of life, and I believe thoughtful planning is key to preserving those strengths while preparing for the future. My interest lies in ensuring that development is balanced—supporting economic vitality, protecting our natural resources, and fostering neighborhoods that remain welcoming, accessible, and sustainable for generations to come. I want to bring a collaborative, solutions-oriented approach to the committee's work, listening carefully to residents, business owners, and other stakeholders to understand their perspectives and priorities. I believe in responsible growth that considers infrastructure, transportation, housing diversity, and environmental stewardship as interconnected parts of a healthy city. By serving on the Planning Committee, I hope to contribute my time, perspective, and energy to help guide Folsom's future in a way that honors our community values while embracing smart, forward-looking opportunities.

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

I believe the top issues facing the Planning Commission today center on managing growth in a way that balances economic development with the preservation of Folsom's unique character and quality of life. Rapid population increases put pressure on housing availability, transportation infrastructure, and public services, requiring careful, forward-thinking planning. Additionally, the commission must address challenges related to affordable housing, traffic congestion, and sustainable land use, all while safeguarding open spaces and natural resources. With increasing state mandates and evolving community needs, the commission is tasked with making decisions that meet immediate demands while ensuring that Folsom remains a vibrant, livable city for decades to come.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Solomon Chis

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

My background includes experience in collaborative decision-making, problem-solving, and working with diverse groups to achieve common goals. I have a strong understanding of community priorities, along with the ability to review information critically and consider the long-term impacts of planning decisions. I bring both a commitment to public service and the practical skills needed to evaluate proposals, balance competing interests, and contribute constructively to discussions that shape the future of Folsom. As well I am the first chair of Folsom Chamber Ambasador where I faithfully served since 2019

4. Which commission or committee meetings have you attended?

I attended Planing Commission

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
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City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
28 JUL '25 AM10:07
Registered Voter: (Yes) / No
OK

Folsom Commission and Committee APPLICATION

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Linda Clifford

Residence Address:

Email:

Phone:

Employer and Occupation: Self-employed

Currently Serving on a Commission/Committee? If yes, please specify:
No

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Gclifford Date: 07/25/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

pplicant Name: Linda Clifford

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

1 Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Linda Clifford

Informational Questions: (please answer all four questions)

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

I have extensive experience in real estate development. I did this work for decades throughout the Western United States. I specialized in projects which included a race way, seating and food service, Winter Olympic Sports Park including bob, luge and ski-jumps, residential and a golf course, tract housing and related infrastructure. My experience includes planning, designing, compliance, understanding planning requirements and ultimate outcomes for developing within established communities as well as creating new communities. I believe I would be a qualified member of the Planning Commission if appointed.

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

I believe the planning commission faces challenges related to making sure approved projects will realize the outcomes and vision presented by the applicants and when - in terms of deadlines and quantitative measurements.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Linda Clifford

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

As stated above, I have significant experience in each of the areas that are the responsibility of both the Planning Commission and the Arts & Culture Commission. Since I have become a resident of Folsom and am self-employed - I have the time to contribute what I learned from that experience to create value for the community in which I live. Folsom has an outstanding reputation and - if I can add anything - I want to do so.

4. Which commission or committee meetings have you attended?

I will be attending the August 20, 2025 meeting of the Planning Commission.

END OF APPLICATION FORM

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

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
30 JUL '25 AM10:10
Registered Voter: Yes / No
CK

Folsom Commission and Committee APPLICATION

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Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Ryan Ellis

Residence Address:

Email:

Phone:

Employer and Occupation: LIO Insurance Company. Vice President of Underwriting

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

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Ryan Ellis Digitally signed by Ryan Ellis Date: 2025.07.30 08:00:23 -07'00' Date: 7/30/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Ryan Ellis

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

3 Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

2 Parks and Recreation Commission

1 Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

4 Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Ryan Ellis

Informational Questions: (please answer all four questions)

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

I have spent much of my life dedicated to service having been involved as a volunteer and participant with many non-profits in northern and southern California serving both the arts and humanities as well as the intellectually disabled community. My last roll ultimately lead to being elected president of the board and trustee for the Developmental Disabilities Services Organization (DDSO) in Sacramento. I have lived in Folsom for 12 years and during that time have been deeply committed to service throughout the Sacramento area volunteering in soup kitchens, homeless shelters, Loaves and Fishes and the Easter Seals. I believe in serving your community and giving back in ways that effectively utilize talents and skills to benefit the community. I have worked in many different rolls within the insurance industry for over 20 years with heavy emphasis on risk management, avoidance and reduction of risk. I have an extensive underwriting background and acumen of knowledge as well as a professional certification in risk management specifically for Public Entities such as municipalities and cities. Additionally, my employer recently established a office presence in Folsom to support our west coast operations.

I have two children that attend Folsom public schools, utilize Folsom public parks and recreational facilities, and participate in community sports. Our familiy is deeply committed to the community. Additionally, my son recently completed the City of Folsom Youth in Government program.

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

I view the efficiency, responsiveness, transparency, safety and engagement within the community as among the top issues facing any commission or committee. Leadership and effective communications are critical aspects to delivering effective results within a timely manner. Commissions and committees that fail to achieve these metrics lose confidence in the community as issues continue to disrupt the community.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Ryan Ellis

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

I hold a Master's degree in Management from Boston University as well as the professional certifications: Associate in Risk Management and Associate in Risk Management for Public Entities. I have been working professionally with non-profits, social services and municipalities for over 15 years. This includes leadership and board of director responsibilities.

4. Which commission or committee meetings have you attended?

None

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

For Staff Use:
Date Revd:
FOLSOM CITY CLERK'S DEPT
7 AUG '25 AM10:07
Registered Voter: Yes / No
OK

Folsom Commission and Committee APPLICATION

Before You Begin:
- Please read this form and instructions carefully.
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Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Etienne Girard

Residence Address: _____

Email: _____

Phone: _____

Employer and Occupation: Just retired from Intel (Assistant Treasurer)

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

_____

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: _____ Date: 08/7/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Etienne Girard

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

x Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: Choose Folsom (if done through a Committee)

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Etienne Girard

Informational Questions: (please answer all four questions)

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

I just retired from Intel and am looking at ways to make myself useful to our community.

I am already on the board of the Sacramento Food Bank and Alliance Francaise Sacramento (Education), but, ironically, have not found a way (yet) to serve the City of Folsom directly, while I have been a resident since 2001.

Coming from Europe, where cities are often centuries old and new space almost non-existent, I was impressed by the long-term vision of the city of Folsom, especially as I was moving to Empire Ranch, where everything was new! It seemed at the time that the new streets and infrastructures were oversized, and yet, when all construction was completed, the rightness of the initial planning became obvious.

I have seen since then Historic Folsom thrive, Palladio emerge, and multiple Tech and Health Care providers move to Folsom and was always curious about the planning process.

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

The Folsom's planning commission is likely trying to balance several priorities: economic development, quality of life for residents, maintain the historic character of the city, etc.

This means that, besides addressing the technical aspects of a particular planning / zoning request, it is important to keep those strategic priorities in mind and use a decision process for arbitrage. This type of priority management is typical of what I was doing during my career at Intel in the Finance (Treasury) team.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Etienne Girard

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

When in Europe (in the UK, specifically), I was co-project manager of the relocation of our manufacturing facility, from the suburbs of London to an industrial park in South England.

This exposed me to compare competing offers for land by the various UK regional agencies, all trying to attract our business. Some of the land was "green" (available, but subject to zoning approval, which could be complex, long and uncertain), or more likely "brown" (already industrial, but the previous building needs to be demolished, and the site cleaned up).

The process also included human consideration, such as potential pollution, co-existence with the other tenants near us, traffic congestion linked to the increased traffic etc.

I won't go into more detail on this application, but I hope this looks like the discussions for which this application is open and that my experience can be useful.

4. Which commission or committee meetings have you attended?

I have not yet attended any.

I retired as Assistant treasurer back in October 2024. I contacted Joe Gagliardi then as I thought I could be helpful to Choose Folsom (COC). Joe and I connected on LinkedIn but nothing else happened. I used the additional free time to join the Sacramento Food bank instead.

The call for applicants for the Planning Commission is, to me, another way I could help, but to be honest I was focusing on the COC and did not attend planning committees for that reason.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Folsom Commission and Committee APPLICATION

For Staff Use:
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FOLSOM CITY CLERK'S DEPT
12 AUG '25 AM9:22
Registered Voter: (Yes) / No
JJ

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: David W. Hickok

Residence Address:

Email:

Phone:

Employer and Occupation: Hewlett Packard Enterprise, Systems Architect

Currently Serving on a Commission/Committee? If yes, please specify:
None

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Date: August 10, 2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: David W. Hickok

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

__X__ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: David W. Hickok

Informational Questions: (please answer all four questions)

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

I've been a Folsom resident since 1981, living here continuously since 1999. I attended Blanche Sprentz, Folsom Jr. High, and Folsom High School. Over the years, I've greatly appreciated the many amenities our city has developed and offers. However, I believe that adding some fresh voices to the planning process could be beneficial. I come without an agenda, primarily interested in being a part of the process and learning how things work from the inside. It's far too easy to sit back and be a 'keyboard warrior,' but I believe in being involved in something bigger than ourselves.

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

Ensuring "legacy" parts of the city/business districts aren't overlooked and that projects are approved that provide a good blend of benefits. Finding ways to support locally-owned businesses should also be a priority,

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: David W. Hickok

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

I don't have any specific skills in planning through have had a good amount of facilities/construction experience through my professional career. I'm not sure if any of that translates to benefitting the committee but surely can't hurt. I've also been active in my homeowners association for the last 15 (or so) years, serving on the board and president during the vast majority of that time. That experience has definitely helped me be a better listener and understand the value of working with peers to reach consensus.

4. Which commission or committee meetings have you attended?

I haven't attended any planning committee meetings but did review the last several months of agendas and minutes. I occasionally attend city council meetings in-person or watch them via the live stream just to keep an eye on things.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

For Staff Use:
Date Rcvd:
Folsom City Clerk's Dept.
8/14/2025 5:57PM JJ
Registered Voter: (Yes) / No
JJ

Folsom Commission and Committee APPLICATION

Before You Begin:
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Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Barbara Holly

Residence Address:

Email:

Phone:

Employer and Occupation: Retired Attorney. Retired Sales & Account Manager Thomson Reuters

Currently Serving on a Commission/Committee? If yes, please specify:
No.

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Barbara Holly Date: August 14, 2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Barbara Holly

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

X_____ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

X_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Barbara Holly

Informational Questions: (please answer all four questions)

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

As a resident of Folsom for 35+ years I have a vested interest in intelligent growth that maintains the quality of life that I and all residents of Folsom want to maintain.

As a scholarship student in the Inaugural Folsom Leadership Class, I had always hoped I could one day pay forward all the wonderful years and experiences my family has enjoyed as residents of Folsom. I am now in a position to do just that.

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

Maintaining the level of services residents move here for and come to expect. That includes but is not limited to balancing our growth with parks and recreation opportunities. Growing our tax base through maintaining and attracting new businesses to fund police and fire departments.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Barbara Holly

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

Through my years negotiating contracts and training attorneys and judges in legal research, I've learned to look at each problem objectively from all angles. In doing so, I'm able to find common ground and build concensus to move forward. Finding the best solution and getting people to buy in is always the fastest way to move forward to resolution.

4. Which commission or committee meetings have you attended?

It has been many years since I was able to attend meetings.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
11 AUG '25 AM10:17
Registered Voter: (Yes) / No
JJ

Folsom Commission and Committee APPLICATION

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Alane Loisel

Residence Address: _____

Email: _____

Phone: _____

Employer and Occupation: Retired elementary teacher

Currently Serving on a Commission/Committee? If yes, please specify:
No

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Alane Loisel Date: 8/8/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Alane Loisel

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

__X__ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Alane Loisel

Informational Questions: (please answer all four questions)

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

I have recently moved to Folsom after living in the Bay Area for most of my life. I have always been involved in the community where I have lived. When living in Fremont I was not only involved with my children's education, but I also ran and served on the Fremont City Council from 1989-1992. I also served for 11 years on the Alameda County Planning Commission from 2005-2016. Now that I am living in Folsom, I would like to participate in helping this community. I would like to apply my extensive experience to help the City of Folsom navigate its current growth phase, ensuring we maintain the city's unique charm and high quality of life. My background would allow me to make a seamless and effective transition into this role, particularly as I am seeking the replacement for Tanya Mora.

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

The top issues facing the Folsom Planning Commission revolve around managing the city's rapid growth while preserving its character. Specifically, this includes the challenge of accommodating the state-mandated housing element (RHNA) of approximately 6,000 new units by 2029. This is not just a numbers game; it's about striking a balance between providing a diverse range of housing, maintaining a high quality of life, and addressing the impacts on traffic and infrastructure. We must also carefully plan for the development of Folsom Ranch and the Bidwell Corridor, using these areas as opportunities to create vibrant, well-integrated communities.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Alane Loisel

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

My experience is directly relevant to the duties of the Folsom Planning Commission . For instance my service on the Fremont City Council and the Alameda Planning Commission involved working on two General Plan updates, which directly aligns with Folsom's need to guide long-term development. A major project I oversaw was the redevelopment of the former Alameda Naval Air Station, a complex project that required extensive work on zoning changes, environmental impact reviews, and large-scale development approvals- all skills that are essential for the future growth and development of Folsom.

4. Which commission or committee meetings have you attended?

As I stated earlier I moved here about a year and a half ago. While I have not yet had the opportunity to attend a Folsom Planning Commission meeting, I have made a concerted effort to stay informed about the key issues and decisions facing the city. For example, I researched the innovative water solution for Folsom Ranch and was highly impressed by the city's approach. I was moved to find out that the land owners in Folsom Ranch invested approximately 8 million dollars to improve Folsom's water infrastructure by detecting leaks and fixing them. By optimizing the water system, Folsom was able to recapture a significant amount of water, which was more than enough to supply the needs of Folsom Ranch. My professional experience has taught me how to quickly get up to speed on complex planning issues, and I am committed to immersing myself in the city's current projects and priorities.

END OF APPLICATION FORM

Return completed applications to:
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Date Rcvd:
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13 AUG '25 PM4:19
Registered Voter: Yes / No
JJ

Folsom Commission and Committee APPLICATION

Before You Begin:
- Please read this form and instructions carefully.
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Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Toby M. Magarian

Residence Address:

Email:

Phone:

Employer and Occupation: Gurnee Mason Rushford Bonotto & Forestiere - Partner/Attorney

Currently Serving on a Commission/Committee? If yes, please specify:
No.

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

Registered to vote? Indicate Yes / No Yes.

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes.

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes.

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

Signature: Date: 8/13/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Toby M. Magarian

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

XX Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Toby M. Magarian

Informational Questions: (please answer all four questions)

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

I strongly believe that to be a good citizen/resident, one must serve the community and become involved. I have tried to do so over the twenty-five plus years I have lived in Folsom and raised a family here. I have actively supported local school activities, sports, and the arts (member of Harris Center), and I understand the importance of amenities that promote a healthy, well-balanced community that offers a high quality of life for our residents.

I have served on the Folsom Architectural Review Commission for many years including as Chairperson. I have remained involved in the community through Scouting and Rotary as well as Community Service Day projects and volunteering for other events. I would like to be more involved in the challenges facing the City related to growth and development, and believe serving on the Planning Commission would be a great way to achieve this. I believe my background and experience make me qualified to serve on the Commission.

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

I believe Folsom is facing challenges due to the expansion south of Highway 50, infilling of properties around the City and doing so with difficult financial/budgetary hurdles. Access to health care is and will continue to be an important issue here, so attracting health care providers/hospitals to the community will be another top issue. The Planning Commission plays a vital role in reviewing projects and development plans to ensure compliance with zoning restrictions, statutes and regulations as well as ensuring that such development retains and attracts those things that make Folsom a special place to live. A balance between growth and dealing with the resulting congestion and issues a larger city faces will be key.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Toby M. Magarian

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

As mentioned above, I served for a number of years on the Architectural Review Commission until it was discontinued due to budgetary constraints. This gave me invaluable experience in reviewing project applications that were subject to property and design restrictions. It also gave me experience in the formality of dealing with the applicants in a professional and objective manner while complying with State law regarding such meetings.

As an attorney for thirty-seven years, I have also represented property owners, developers, and individuals and companies involved in land development or the construction industry. Often issues of zoning, project design and approvals as well as land use restrictions have been part of those cases. As a result, I have experience in reviewing codes and statutes that involve or control such land use activities and I believe this gives me a strong background to serve on the Planning Commission.

4. Which commission or committee meetings have you attended?

I have attended many City Council meetings over the years, was involved in and ran meetings for the Architectural Review Commission. I have also attended meetings of the Planning Commission, Parks & Recreation Commission and Traffic Safety Committee.

END OF APPLICATION FORM

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Date Rcvd:
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14 AUG '25 PM3:52
Registered Voter: (Yes) / No
JJ

Folsom Commission and Committee APPLICATION

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CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Edwin Aaron Mann

Residence Address:

Email:

Phone:

Employer and Occupation: Mavens Consulting - Self employed - Planning & Renewable Energy

Currently Serving on a Commission/Committee? If yes, please specify:
No

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Aaron Mann Date: 8/14/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Edwin Aaron Mann

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

x_____ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Edwin Aaron Mann

Informational Questions: (please answer all four questions)

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

I believe that my education and experience has equipped me with a skill set appropriate to serve as a Planning Commissioner for the City of Folsom. I bring a professional commitment, as a professional planner, to serve the public interest with compassion for the welfare of all people. I hold both a personal and professional obligation to act with high integrity and I look forward to supporting and further expanding the role of the City of Folsom's Planning Commission. Additionally, I am passionate about promoting equitable access to community involvement in the planning and development process. Having fostered and promoted community engagement in the development process, I aim to support an environment where all individuals feel heard. Serving on the Planning Commission would give me an opportunity to contribute my skills and experience to an important cause I believe in. I appreciate your consideration of my application and I welcome the opportunity to serve my community.

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

The top issues facing the Planning Commission is to continue advising the city council on land use matters, including rezone requests, general or specific plan amendments, annexations, and ordinance amendments. The most important job of the Commission is to make decisions that are in accordance with the plans already adopted by the City of Folsom and to adhere to the principles of planning rather than political or personal agendas. Maintaining ethical and impartial integrity is key to holding a position on the Planning Commission. The City of Folsom is growing rapidly and over the next term, the Planning Commission will provide key recommendations on the future growth of the City as additional annexations are considered to support the expected growth of the City.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Edwin Aaron Mann

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

Previously, I held the position of Senior Planner in El Dorado County in their Long Range Planning Unit. While serving as the Senior Planner, I took on the leadership for approximately eight months as the Acting Planning Manager of Long Range Planning managing a small staff of an Associate Planner and Housing Specialist. I hold a Master's degree in Urban & Regional Planning from the University of Hawai'i and obtained my planning certification from the American Institute of Certified Planners (AICP) in 2013. The AICP exam is a rigorous and comprehensive examination that covers various topics including: the development process, property rights, local governance, equity, and social justice among many others.

During my employment as a Planner with Helber Hastert & Fee Planners, Inc., I enhanced my skills in master/site planning, facilities planning, housing analysis, statistics, economic analysis, environmental and land-use planning, negotiation and mediation, geographic information systems, land-use law, and ocean and coastal law. Currently, I possess over thirteen years of professional planning and development experience working for a private consulting firm specializing in serving governmental clients, two years working for a private utility-scale solar development company, two years working in government on long range planning activities, and most recently three years self-employed in the renewable energy sector.

4. Which commission or committee meetings have you attended?

I have not yet attended any commission or committee meetings within the City of Folsom. I have lived in the City of Folsom since August 2023. However, I have attended and presented at Planning Commission and Board of Supervisors meetings in El Dorado County where I was previously a Senior Planner and Acting Planning Director of the Long Range Planning Division. I have also presented at numerous Planning Commission hearings in the State of New York as a developer of renewable energy projects seeking special or conditional use permits within those jurisdictions.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630



E. AARON MANN

Owner • Mavens Consulting, LLC

Specialties



Objective

Utilizing a multidisciplinary approach, I have positioned Mavens Consulting as a premier company specializing in the analytic processes associated with land acquisition, entitlements, renewable energy development, project siting, and prospecting. I also specialize in application development, including geographic information systems, databases, and cost estimating.

Education

- Master of Urban & Regional Planning, Environmental Planning - University of Hawaii at Manoa
December 2011

- Bachelor of Business Administration, Marketing - Idaho State University
May 2002

Software Tools

- ArcGIS
- Photoshop
- Illustrator
- InDesign
- MS Office
- MS SQL Server
- IBM Maximo
- AutoCAD

Certifications

American Institute of Certified Planners (AICP) - currently inactive

USGBC LEED Green Associate

OSHA Construction Safety and Health Certification

CPR Certification

Work Experience

7 YRS | Apr 2017 - Present

Owner
Mavens Consulting, LLC

- Provide consulting services for renewable energy developers regarding land-use planning, land acquisition, project entitlements, utility analytics, and GIS services to identify appropriate development opportunities and land-use entitlement due diligence in order to scale and build regional and nationwide portfolios of renewable energy projects on behalf of my clients
- Build and maintain back-end GIS enterprise databases and front-end web applications within scalable cloud infrastructure, such as Amazon Web Services (AWS) or on-premise infrastructure for my clients
- Host and provide clients with online mapping applications compiling numerous sources of data necessary to conduct due diligence for renewable energy project feasibility, entitlements, and development
- Create and support proprietary analytic models for determining the appropriate slope, land cover, hydrologic, environmental, etc. thresholds for targeted development opportunities
- Conduct web-based training and presentations for clients in how best to utilize Mavens Consulting map applications and query capabilities
- Conduct generation tie line analysis for least cost alternatives and preferred options
- Create early stage site plans to support lease exhibits, easement exhibits, and permitting approvals at the local jurisdictional level
- Create 3D site plan models in order to provide additional context of viewsheds for local approvals

1 YR 10 MO. | Sept 2019 - Jun 2021

Acting Planning Manager/Senior Planner
El Dorado County - Placerville, CA

- Promoted to Acting Planning Manager of El Dorado County's Long Range Planning Unit on Sept 15, 2020
- Manage and supervise a staff of two employees; Associate Planner and Housing Specialist
- Serve as project manager for complex development special projects; Commercial/Multi-Family Residential Development Design Standards, General Plan Safety Element Update, Texas Hill Reservoir Parcel Rezone & General Plan Amendment, Ecological Preserve Fee Program Update, Oak Resources Management Plan Implementation Status Report
- Provide technical direction and support to other planning staff related to spatial data and processes
- Interprets and enforces various planning rules, codes, regulations, and guidelines of the County
- Completes technical analysis and prepares written project and staff reports
- Provides professional advice and assistance to County staff, the Board of Supervisors, property owners, developers, contractors, and the public on planning, community development, zoning, and permits

1 YR 7 MO. | Jan 2018 - Aug 2019

Director, GeoAnalytics
Cypress Creek Renewables - Los Angeles, CA

- Promoted to Director of GeoAnalytics on March 1, 2019 from Senior Manager
- Created a new department focused on delivering spatial analysis and GIS services to the development operations team based on my technical and management proficiencies and experience
- Manage a team of GIS Analysts, Technicians, and Interns in performing spatial analysis for the identification and development of utility-scale solar facilities
- Research and develop technologies focused on Geographic Information Systems (GIS) and Building Information Modeling (BIM) software
- Plan for future expansion, development, and maintenance of custom geospatial applications in support of data intelligence and data-driven decision-making
- Establish policies, procedures and standards for all information management related functions including GIS, CAD, and BIM; including collection, compilation, documentation and maintenance of data developed internally as well as provided by external vendors providing services for surveys, studies, design and construction
Responsible for the development, implementation, and maintenance of enterprise-wide GIS databases
- Administration and management of GIS servers with Amazon Web Services (AWS), geodatabases, and CAD files

E. AARON MANN

Application Portfolio



Idaho Geothermal Resources



Kawainui Marsh Master Plan



Coho/Jalama Ranch Land Ownership



Honolulu View Corridors



3D Drone Photogrammetry Sample Project

o'ahu bike plan

Oahu Bike Plan



Oahu Important Agricultural Lands

Professional Planner

0 YR 9 MO. — Apr 2017 - Jan 2018

Zoning Manager
Cypress Creek Renewables - Los Angeles, CA

- Manage and lead the land use entitlement phase of 10-12 utility-scale solar projects simultaneously in order to achieve special use permit approval, environmental negative declarations, conditional use permits, or site plan review approvals
- Research zoning process in new markets and secure contracts with local legal counsel and other third party consultants to support the development process
- Coordinate closely with the local zoning and outreach manager team for meeting or hearing attendance and presentations
- Manage the development of zoning site plans to ensure projects comply with all relevant ordinances
- Manage contracts/spending for all external zoning related contractors/legal counsel, environmental consultants and engineers

5 YR 2 MO. — Feb 2012 - Apr 2017

Associate Planner, Project Manager
Helber Hastert & Fee Planners, Inc. - Honolulu, HI

- Promoted from Planner to Senior Planner June 2013, then to Associate Planner Dec 2014
- Developer and administrator of an enterprise asset management system (IBM Maximo 7.6) for public school facilities in the Insular Areas of the U.S. utilizing cloud infrastructure (Amazon Web Services); duties include project budgeting, contracting and managing IT consultants, end-user training, database administration, geographic information systems, and creation of maintenance & operations job plans
- Supervise and train remote staff members located in Guam, American Samoa, Saipan, and the U.S. Virgin Islands in utilizing the asset mangement system for work order management, cost control, change orders, labor reporting, and preventive maintenance tasks
- Administrator of the HUD green physical needs assessments (GPNA) of nearly 6,200 public, affordable housing units in Hawaii, including asset condition evaluation and budgeting for replacement and rehabilitation of facilities, housing units, and grounds
- Project Manager responsible for authoring environmental reviews for Hawaii's public housing portfolio in accordance with NEPA and HUD administrative guidance; requiring budgeting, staffing, and work product quality assurance activities
- Research land use ordinances and ensure compliance for the development of the Kawainui Marsh Master Plan; the largest wetland in the State of Hawaii
- Facilitate and document community engagement activities for all planning projects, including stakeholder comments and client-requested plan amendments according to feedback received
- Developer of a facility condition assessment system containing both a physical assessment module and cost estimation program for current replacement value and deferred maintenance of public school buildings in the Insular Areas of the United States (http://insularabcs.org)
- Developer of a mobile GIS application for the identification and monitoring of bicycle facilities located on the island of Oahu; the application contains future development options, current bike routes, signage, and bike racks that can be created and modified from a mobile device while conducting site inspections
- Project Manager for a feasibility study to locate the Guam Seal Park within the sensitive, coastal management area in Hagåtña, Guam; duties include Army Corps Section 404 permitting, site analysis, site design, circulation, and culturally-sensitive internment analysis
- Implement online GIS applications by hosting dynamic feature services capable of capturing information from mobile devices; such as iOS, Android, and Windows

Graduate Student

2 YR 4 MO. — Aug 2009 - Dec 2011

Graduate Research Assistant
University of Hawaii Economic Research Organization (UHERO) - Honolulu, HI

2 YR 1 MO. — Jan 2009 - Dec 2011

Website Designer/Administrator
Department of Urban & Regional Planning - Honolulu, HI

Early Career

1 YR — Jul 2006 - Jun 2007

Business Solutions Design Analyst
Farmers Insurance

1 YR 2 MO. — Apr 2005 - Jun 2006

Accounts Supervisor/Technology Improvement Coordinator
Farmers Insurance

2 YR 5 MO. — Oct 2002 - Mar 2005

Marketing Specialist
Farmers Insurance

Academic Achievements

- Graduate Student Organization Representative 2011
- American Planning Association's Student Scholarship Recipient - November 2010
- College of Business Dean's List - Spring 2000, Fall 2000, Spring 2001, Summer 2001, Spring 2002
- Associated Students of Idaho State University (ASISU) Student of the Month, February 2002
- 3rd Place in Northwest Venture Championsh[illegible] competition) - Boise, ID, May 2002

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Date Rcvd:
Folsom City Clerk's Dept.
8/14/2025 5:27 PM JJ
Registered Voter: (Yes) / No
JJ

Folsom Commission and Committee APPLICATION

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Applicant Information: (All information is required)

Name: Marko Mlikotin

Residence Address:

Email:

Phone:

Employer and Occupation: River City Communications/self-employeed

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

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Date: August 14, 2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Marko Mlikotin

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

X Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Marko Mlikotin

Informational Questions: (please answer all four questions)

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

More than 20 years ago, I decided that Folsom was where I wanted to settle and raise my family. This community has given my family a wonderful quality of life, defined by safe neighborhoods, fine stores and restaurants, trails and parks, and plenty of open space and natural resources.

As a long-time resident, I have observed our community grow, both in terms of economic opportunity and population, and with it the challenges of maintaining the community's desire to maintain a "small town" feel and sense of community. I believe that my record of community service and professional experience can be put to work on the planning commission to make Folsom a desirable community for generations to come. I have a strong record of public service and civic engagement, as demonstrated by my public service in Washington, D.C., Sacramento, and here at home. Over the years, I have come to appreciate how communities thrive when leaders step forward and apply their skills to improving their community's quality of life. They continued to inspire me, and I have come to appreciate that public service comes with the pride of knowing that one can make a measurable difference in their community.

Serving on the planning commission not only enables me to continue serving my community but also gives me the opportunity to apply my experience in land use and the lessons I learned about the importance of engaging the public in the planning process.

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

The issues facing the planning commission are complex and evolving, challenging its members to ensure Folsom remains nationally recognized as one of the best cities to raise a family and do business. The planning commission is positioned to stimulate economic growth and create jobs, which are vital for the city's financial health and for funding public safety, infrastructure, parks, and other public services. To achieve this, a focus on economic development opportunities must be a priority. In a state not known for being business-friendly, the city must proactively pursue potential job creators by demonstrating that its entitlement process (and permitting) is easy to navigate and timely. I have learned from my professional experience that certainty invites investment, and competition for quality employers is fierce. This approach takes on added importance as Intel continues to downsize its Folsom workforce. Several projects have attracted public interest and are essential to advancing the city's housing, transportation, health, and economic development goals. These include the development of South of 50, the Central Business District, and the River District Plan. Several projects are also in planning stages, such as new housing, the Folsom Ranch Sports Complex, the Kaiser Permanente Comprehensive Care Center, and plans for new freeway interchanges and overpasses.The goal of boosting economic growth, creating jobs, and increasing tax revenue can be achieved while protecting the community's character by remaining focused on mobility, health, environment, recreation, open spaces, and sound water management.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Marko Mlikotin

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

Folsom is where I live and work, go to church, and raise my kids. I have come to know the issues and community stakeholders through my involvement in civic organizations such as the Chamber of Commerce and Rotary Club. I have also acquired a strong understanding of the issues facing the city through my experience as a member of the Folsom Parks Commission and former Redevelopment Advisory Committee and having served as chief of staff for a Member of Congress who represented Folsom.

I am also uniquely qualified to serve on the commission due to my profession as a public affairs consultant with extensive experience in land use projects. I am frequently tasked with educating and informing the public on proposed development, holding community meetings, and engaging community stakeholders.

Having advanced numerous projects, I have come to learn that a successful development project requires transparency and generating community consensus. With this experience, I also acquired a strong understanding of planning and design, entitlements, LAFCO, as well as the California Environmental Quality Act (CEQA).

4. Which commission or committee meetings have you attended?

Besides my service on the Park Commission and Redevelopment Advisory Committee, as a private citizen, I have attended many Folsom City Council and commission meetings. At times, the topics were related to proposed development, parks, small businesses, and even Eagle Scout presentations. The most recent one I recall was when I advocated for a tournament-level youth sand volleyball court. I have no business before the city, nor do any of my clients.

As an observer of public meetings, I have gained a greater appreciation for the need for decision-makers to arrive at meetings prepared and be open to listening to opposing viewpoints. The best policy decisions require public participation, developing consensus, and mitigating concerns.

If chosen to serve my community, I will perform to the best of my ability.

I appreciate the city council's consideration.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Marko Mlikotin



Work Experience

River City Communications, President/Owner (2004-present)

River City Communications (RCC) is a full-service public affairs and public relations firm that serves a wide range of businesses and advocacy groups, including both for-profit and non-profit organizations. Its services include community relations, issue management, media relations, crisis communications, and digital advertising.

Rep. Doug Ose, Chief of Staff (1998-2004)

Responsible for overseeing policy and management of the Congressman's Washington D.C. and district offices and served as the Congressman's liaison to the House Financial Services, Agriculture, and Government Reform Committees. Before serving as chief of staff, Mlikotin was the campaign manager for Ose's first run for Congress. Ose's 1998 campaign was one of the most competitive and costly House races in the nation. Ose represented Folsom.

Governor Schwarzenegger, Campaign/Governor-Elect Transition Team (2003)

Served as deputy political director for a campaign to elect Arnold Schwarzenegger governor. Was responsible for building public support among various state organizations, elected officials, the community, and party leaders. After the election, participated in the Governor-Elect's transition team, recommending cabinet secretaries and department directors for the new administration.

Governor Pete Wilson, Deputy Appointments Secretary (1992-1998)

Advised the Governor on selecting political appointees for service in state agencies, departments, boards, and commissions. Mainly responsible for agencies related to natural resources, the environment, and agriculture, and in this role, worked closely with cabinet secretaries, department directors, state legislators, local elected officials, and stakeholders across the state.

Education

University of Southern California, Public Administration, B.S.

Civic Activities

Past | California State Fair and Exposition, Board of Directors/Past Chair, appointed by Governor Arnold Schwarzenegger | Sacramento Metro Chamber of Commerce, Board of Directors/Executive Committee | Sacramento Region Business, Board of Directors | Sacramento Region Builders, Board of Directors | Folsom Chamber of Commerce, Board of Directors | **Folsom Parks Commission, Commissioner** | **Folsom Redevelopment Advisory Committee**

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
24 JUL '25 PM4:04
Registered Voter: Yes / No

Folsom Commission and Committee APPLICATION

Before You Begin:
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Applicant Information: (All information is required)

Name: Jag Nagendra

Residence Address:

Email:

Phone:

Employer and Occupation: CDWR, Principal Hydroelectric Power Utility Engineer

Currently Serving on a Commission/Committee? If yes, please specify:
No

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: [signature] Date: 7/24/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Jag Nagendra

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

X_____ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Jag Nagendra

Informational Questions: (please answer all four questions)

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

I am deeply committed to Folsom and its future. Having lived here for several years and actively engaged in the community, I recognize both the challenges and opportunities ahead for our growing city. My extensive leadership experience across both private and public sectors, along with my background as an emotional intelligence expert and life coach, equips me to effectively listen, understand, and respond to the diverse needs of our community. My leadership roles in nonprofit organizations, city and county boards, and professional associations have developed my problem-solving and troubleshooting skills—qualities essential for effective service on any commission.

Serving on a City of Folsom commission would allow me to leverage my expertise to foster collaboration and inclusivity while supporting initiatives that enhance quality of life, promote sustainable development, and ensure a vibrant future for Folsom. My ability to connect with individuals from all walks of life can help strengthen our community, making Folsom an even safer, more welcoming, and forward-thinking city.

Ultimately, my personal mission—helping others realize their full potential—drives me to embrace opportunities like this. I am committed to making a meaningful impact on individuals, organizations, and the community as a whole through dedicated, effective leadership.

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

1. Engaging and managing stakeholders effectively.
2. Balancing city growth with maintaining a high standard of living for residents.
3. Meeting the needs of our diverse communities.

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FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Jag Nagendra

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

My 35 years of experience in engineering, leadership, program/project management, and operational management, spanning both the private and public sectors, has uniquely qualified me to serve on this commission. I have a track record of collaborating with diverse groups to achieve common goals, and as a change leader, I excel in relationship building, active listening, and effective communication—key skills for a commission member.

In addition to my professional experience, I served as the co-chair of the City of Davis' Business and Economic Development Commission from 2010 to 2012. In this role, I conducted commission meetings and actively sought community feedback to develop inclusive, business-friendly policies.

Furthermore, I served on the Sacramento County Vineyard Community Planning Advisory Council and the Sheriff's Outreach Community Advisory Board from 2013 to 2017, where I gained hands-on experience in land use, community planning, and public safety. I facilitated discussions between developers and community stakeholders, listened to community input on development projects, and advised the Sheriff on public safety initiatives and the use of technology for crime prevention.

These experiences have given me a deep understanding of the needs of local communities, the importance of inclusive decision-making, and the value of collaboration.

4. Which commission or committee meetings have you attended?

Planning Commission

END OF APPLICATION FORM

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

Leadership Experience in Local Communities and Government

Mentor and Life Coach | JagNagendra.com | 2000 – Present | 24 Years

- For over two decades, I have mentored and continued to guide young professionals on their journeys, providing individualized career counseling that addresses specific needs like career transitions, work-life balance, and stress management. By focusing on holistic career development, I assist these professionals in cultivating skills that will enable them to excel in their careers and achieve personal well-being.
- My coaching focuses particularly on life skills, with an emphasis on emotional intelligence, a crucial attribute in today's fast-paced, interconnected world. By nurturing these skills, I help clients improve their relationships, strengthen communication, and foster resilience, thus contributing to both their personal growth and broader workplace effectiveness.

Inspirational Speaker | JagNagendra.com | 2016 – Present | 8 Years

- As a speaker, I am driven by a passion to spread the values of leadership and emotional intelligence. Having delivered talks at more than 50 events, I have reached diverse audiences, including professional associations, community organizations, and local groups. My talks aim to inspire and equip listeners with practical tools for personal and professional growth.
- I had the privilege of being a guest on multiple podcasts in the U.S., where I discussed topics such as public speaking, problem-solving, and emotional intelligence. These platforms allow me to reach wider audiences, sharing insights and fostering discussions on life-enhancing skills.
- My appearance on National TV Kannada allowed me to engage the Kannada-speaking community on emotional intelligence, highlighting its significance in improving both personal lives and professional interactions. This interview, led by renowned writer and comedian Richard Louis, reached audiences worldwide, particularly within the Indian diaspora.

Member, Cultural Advisory Council | Cal Expo State Fair | 2016 – Present | 8 Years

- Serving on the Cultural Advisory Council at Cal Expo State Fair has provided me with the opportunity to shape cultural programming that reflects California's rich diversity. I provided strategic input to ensure that the state fair celebrates and showcases various cultural identities through inclusive events and exhibitions.
- In this role, I support efforts to increase cultural representation across different events, fostering an environment where individuals from all backgrounds feel seen, heard, and celebrated.

President & CEO, CFO, VP of Finance | Project Management Institute, Sacramento Valley Chapter | 2016 – 2023 | 8 Years

- Leading the Sacramento Valley Chapter of PMI as President & CEO (2022-23) involved steering the chapter towards enhanced member engagement and strategic growth. Through effective planning and visionary leadership, I ensured that members had access to valuable resources, networking opportunities, and professional development.
- As CFO (2020-21) and previously as VP of Finance (2016-18, 2019-20), I managed the chapter's finances, developed sound budgeting practices, and ensured financial stability, allowing the Chapter to offer more programs and resources to the community.

Division Director, Area Director, Club President | Toastmasters International, District 39 | 2017 – 2022 | 5 Years

- During my time with Toastmasters, I took on multiple leadership roles, including Division Director and Area Director, where I was responsible for supporting clubs in achieving excellence in public speaking and leadership development. Through these roles, I facilitated training sessions, organized events, and mentored club leaders, helping them reach their full potential.
- Serving as Club President for several terms allowed me to directly oversee club operations, creating an environment where members could thrive in their personal and professional journeys. My focus was on fostering a supportive and growth-oriented culture.

Certified Mentor | SCORE | 2023 – Present | 2 Years

- As a certified mentor with SCORE, I provide guidance to entrepreneurs and small business owners, helping them establish strong foundations for their ventures. From business planning to growth strategies, I aim to empower these individuals to succeed in the competitive business landscape.

Board Member | Sacramento Entrepreneurship Academy | 2023 – 2024 | 1 Year

- As a board member for the Sacramento Entrepreneurship Academy, I contributed to shaping the future of entrepreneurship by offering mentorship, supporting curriculum development, and assisting in program execution. My involvement helped nurture the next generation of entrepreneurs who will contribute to the region's economy and community well-being.

Advisory Board Member | Engineering Leadership Program, California State University, Chico | 2021 – 2023 | 2 Years

- In this advisory role, I provided insights into the program's structure and leadership development curriculum. My input focused on preparing engineering students to become effective leaders and equipping them with skills that will benefit their future careers and positively impact the industries they join.

Member, Vineyard Community Planning & Advisory Council | Sacramento County | 2013 – 2017 | 4 Years

- My work on this council involves providing feedback on local development projects, with the aim of creating spaces that serve the community's needs and respect its character. Through this role, I supported sustainable growth and policies that benefit both current and future residents.

Member, Sheriff Outreach Community Advisory Board | Sacramento County | 2013 – 2017 | 4 Years

- On the Sheriff Outreach Community Advisory Board, I collaborated with law enforcement to strengthen relationships between the community and local authorities. By fostering open dialogue and mutual respect, I worked to improve public safety and trust.

Commissioner, Business & Economic Development Commission | City of Davis | 2011 – 2013 | 2 Years

- As Commissioner, I advocated for economic development initiatives that promoted local businesses and encouraged community engagement. Through this work, I aimed to create opportunities for economic growth and make Davis a more prosperous community.

President | India Association of Davis | 2010 – 2013 | 3 Years

- My tenure as President involved organizing cultural and community events that connected Indian Americans in Davis. These events provided a platform for cultural expression, bringing together people of all backgrounds to celebrate and learn about Indian culture.

President/Board Member | Kannada Sangha of Sacramento | 2014 – 2016 | 3 Years

- I have been a proud and dedicated member of the Kannada community in the Sacramento region for over 20 years. My involvement has centered around promoting Kannada culture, language, and the well-being of community members while fostering connections that strengthen the Indian American presence in the U.S. Succession Planning: Built a strong volunteer team to ensure sustainable leadership and succession within KSS, fostering continuity and organizational growth.

President & Co-Founder | CAL IPGCA Association | 2018 – 2019 | 1 Year

- As co-founder and president of CAL IPGCA, I led the organization's mission to drive public sector innovation. I fostered collaboration across sectors, creating a space for professionals to share ideas, develop solutions, and improve public service delivery.

President | Sequoia Villas HOA | 2008 – 2019 | 11 Years

- Managing operations as President of Sequoia Villas HOA, I worked to maintain the community's quality of life and fostered neighborly engagement through regular activities. My leadership helped create a welcoming and cohesive community environment.



Jag Nagendra, PMP, DTM

Transformational Leader, Mentor, Speaker, and Coach

A multi-skilled business and engineering professional. Has 30 plus years of experience in organizational leadership, management, and entrepreneurship. During the last 30 plus years of professional experience, worked in both the private and public government sector in India and the USA. The experience spans across diverse multi-cultural organizations - from small startups to large Fortune 100 companies.

Contact

Phone

Email

Website

Address

Education

1989
Diploma in Electronics and Telecommunication Engineering

S J Polytechnic, India

Experience

2020 - Present
California Department of Water Resources
Principal Hydroelectric Power Utility Engineer

Managed Program, Projects, and maintenance activities by providing guidance and direction to managers and supervisors. Oversee the successful completion of all projects through overall management of the project goals and objectives. Manage the work of three Branches - control system, communication, and energy management - and led a team of 70 plus engineers and IT professionals.

2017 - 2020
California Department of Water Resources
Supervising Control Engineer

Directed the work of the SWP Energy Management Systems Branch and coordinated with other organizations within the Department to assure reliable and efficient systems for water and power dispatching, water and power utility accounting, and a secure Operations Control Center for optimized operation of the statewide water facilities. Led a team of 20 plus engineers and IT professionals who managed the SWP OT infrastructure.

2012 - 2017
California Department of Water Resources
Senior Control Engineer (Supervisor)

Managed activities for Plant and Aqueduct Control Section; Managed control system projects; Worked with operations and maintenance staff to understand the operational and functional requirements for pumping/generating plants to facilitate upgrades as part of the maintenance programs; Supervised staff, set goals for development, conduct performance appraisals, and maintain safe working condition; Trained, mentored, and coached staff to meet the organization business demand/needs

2011 - 2012
GE Intelligent Platforms
Chief Engineer, Services

Managed, and lead a global team of engineers responsible for developing engineering standards and control systems solution for water distribution industry; Assisted management with division's annual budgeting process; Supported marketing and sales team with technical and strategic plans.

2010 - 2012
ADI 23 Solutions
Principal Engineer

Managed and operated an engineering consulting business; Lead Consulting Engineer on a project to develop plant SCADA system for California Department of Water Resources that included aqueduct controls, fish facility operations, and plant unit control and monitoring (hyd ration facility)



Expertise

- Organizational Management & Leadership
- Project and Program Management
- Change Management
- Public Speaking & Strategic Communication
- Control, Communication, and Energy Management Systems
- Business Process and Continuous Improvement

Certifications

- Project Management Professional
- Change Management Professional
- Emotional Intelligence Coach
- Wicked Problem Solver

Experience

2008 - 2010
FluidIQs / Glenmount Global Solutions
Program Manager

Managed engineering activities for the organization including Project Management of instrumentation and control infrastructure projects for the water and wastewater industry. Created business plans, annual operating plans, and develop strategic growth plans; Manage annual budgets and cash flow for the company.

2003 - 2008
Meyer Control Corporation
Program Manager

Managed projects within a maintenance program, for Placer County Water Agency that upgraded control systems at 3 pump stations, 8 treatment plants, 100+ remote monitoring sites, and intake to hydroelectric facilities; Supervised and lead services division involving service and application engineers; Performed employee annual performance review and evaluations; Hired employees to meet business needs, develop training plans for new employees; Created business plans, annual operating plans, and developed strategic growth plans; Managed annual budgets and cash flow for the company

2000 - 2003
CH2M Hill, Inc
I&C Engineer

Assisted in upgrade of $100Million, 56 MGD plant capacity upgrade of a waste water treatment plant including control systems and control strategies to maximize Operations Availability (OA). Designed and developed pump optimization control concepts to reduce energy use and better equipment maintenance; Developed algorithms and designed control systems for waste water process applications

1994 - 2000
Cimtech Automation Private Limited
Managing Director

Founded an engineering system integration company to serve automation and control market. As a Managing Director, created vision, mission statements and developed strategic business plan. Supervised and direct 20+ employees and manage organization revenue in excess of $5 million. Generate consistent profits for the company, managed cash flow, create annual operating plans, budget and track expenses on a regular basis. Manage projects in the area of co-generation thermal power plants, water treatment plants, steel plants, and manufacturing, hydro-electric power plants. Developed business including operation, finance, regulatory, cash flow, estimating, and marketing.

1989 - 1994
Cotmac Private Limited & Control Engineers
Project Engineer

Worked as a project engineer for automation and control system upgrade projects.

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
7 AUG '25 AM11:32
Registered Voter: Yes / No

Folsom Commission and Committee APPLICATION

Before You Begin:
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Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Chris Nwakobi

Residence Address:

Email:

Phone:

Employer and Occupation: Independent real Estate Agent

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

No

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Chris Nwakobi Digitally signed by Chris Nwakobi Date: 2025.08.07 10:57:48 -07'00' Date: 08/07/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Chris Nwakobi

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

1 Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Chris Nwakobi

Informational Questions: (please answer all four questions)

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

My philosophy in both as an IT professional and Real Estate Broker has always been "service before self-promotion." I believe in thoughtful, balanced growth that preserves the integrity of our Folsom community while making room for responsible development. I've consistently demonstrated the ability to evaluate complex issues, anticipate challenges, and offer results-driven solutions—qualities that align with the Planning Commission's mission.

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

In my view, it is how to balance residential density, maintaining open spaces and accommodating businesses, while dealing with Folsom citizens.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Chris Nwakobi

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

Having lived in Folsom for over 35 years and with over 25 years of experience as an IT professional in real estate transactions—including roles in lending, notary services, and residential sales—I bring a comprehensive understanding of how land use decisions affect our neighborhoods, housing markets, and overall city growth. As once, the Broker/Owner of a local real estate firm, I've had the privilege of working closely with families, developers, and community stakeholders throughout the greater Sacramento area.

In addition to my professional background, I remain actively involved in the Folsom community. I've coached and volunteered locally, and very active in my church. I view this opportunity as a natural extension of my commitment to public service.

If selected, I would approach this role with professionalism, transparency, and a deep respect for public input. I believe I can contribute meaningfully to Folsom's future and help ensure that planning decisions serve both current and future residents.

Thank you for considering my application.

4. Which commission or committee meetings have you attended?

I have never attended any meetings

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

For Staff Use:
Date Revd:
FOLSOM CITY CLERK'S DEPT
14 AUG '25 PM12:08
Registered Voter: (Yes) / No
JJ

Folsom Commission and Committee APPLICATION

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Applicant Information: (All information is required)

Name: Kenneth V Payne

Residence Address:

Email:

Phone:

Employer and Occupation: Self-employed

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

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Kenneth V. Payne Digitally signed by Kenneth V. Payne Date: 2025.08.14 11:27:28 -07'00' Date: 08/08/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Kenneth V Payne

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

1_____ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

2_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Kenneth V Payne

Informational Questions: (please answer all four questions)

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

Serving on a planning commission allows me to be active to shape our City. In the role as a planning commissioner, development and land use decisions must support the responsible growth and character of our City. I believe it is important to align with our community values and long-term goals as outlined by the policy makers, our City Council.

As a resident of our City for 33 years, it Is important to be able to participate in the on-going evolution of our City. There has been major changes in Folsom during my residency. The changes begin with the General Plan that guides growth and in-fill development in a coordinated manner to help address important issues like housing, transportation, environmental protection, and economic development – all of which influences the quality of life of our residents' daily lives in public spaces, parks, and transportation networks. Public Service allows me to contribute directly to the well-being of my community, and I strongly believe that community involvement allows me to make a tangible impact on the future of our City.

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

The City faces some significant planning challenges related to the rapid growth that it experienced, including the rapid development of the Folsom Ranch area, and the need to address its aging infrastructure such as roads and parks, and associated zoning codes. I recall similar concerns when the City expanded into the Broadstone/East Areas. Top issues, in no particular order, include: (1) The economic sustainability of the City remains a forefront of concern. Challenges include General Fund shortfalls ($20M+) for non-enterprise infrastructure (roads, parks, building maintenance etc.) to reflect current and projected needs to be addressed. Land use is a critical element for economic viability. (2) Market sectors, such as the significant reliance on Intel and supporting hi-tech businesses, are subject to change based on various economic factors in occurring California and around the globe. Land use planning should consider the commercial and industrial development to optimize the attraction for other market sectors (e.g. Health care, aging community services for the aging population, etc.). (3) The Folsom Municipal Code, including the Zoning Code, update needs to be completed to make it easier to understand and use. (4) The City's Housing Element is an on-going issue to address state housing requirements and avoid potential lawsuits. (5) The city is developing a River District Vision Plan to revitalize waterfront areas, improve public access, and enhance the area's connection to the American River and Lake Natoma. Any new plan needs to address the cost-benefit for City services without further burdening the both the City's capital and operating funds (6) Similarly, any plans for annexation must provide economic benefits to the City while having minimal impacts on funding, roads/traffic, water supply, land-use designations to optimize tax/fee revenues.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Kenneth V Payne

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

My experience is very diverse and is directly related to land use and economic viability of communities. Beginning with infrastructure planning and construction for roadways, water, sewer and other utilities, my professional experience evolved into long-term planning and economic analysis to promote sustainability for large and small communities. Planning experience includes addressing committee and commissions ranging from rural/ag areas to large cities like San Francisco and Los Angeles. Experience also includes working with Small/medium cities such as Chico, Gilroy and Folsom. I am often brought into communities to facilitate decisions between conflicting policy-makers or community leaders.

My background in land use extends back to 1984 when serving as an civil engineer for land use planning and associated utility master planning (water, sewer, power, roads, parks, etc.), parcel & tentative mapping, for both new development and re-development within various communities in the Sacramento and San Joaquin Valleys. Recent experience has expanded into an executive level consultant to address fiscal and economic studies and plans for utilities districts, cities and counties. Fiscal studies include the common utility rate studies and ability-to-pay studies to analyze the cost/benefits between revenue streams and services. Economic studies included analyses for options related to land use and targeted new (or expanded) market-sector business to address tax and fee stabilization and job balances within the boundaries of a community.

4. Which commission or committee meetings have you attended?

I am a former member of Folsom's Planning Commission before resigning in 2003 to serve through 2013 as the city's first Environmental Utility Director and program manager for the Folsom Ranch annexation. As a former water and sanitary sewer consultant to the City, I was brought into the City to support the City Council to address the wastewater conveyance/spill issues; water treatment plant expansion that was 18 months behind schedule; reorganize the fleet division that had too many vehicles assigned to numerous employees and outdated service vehicles (e.g., garbage trucks); downsize/rightsized the solid waste division. My final role for the City was to lead the Folsom Ranch annexation including negotiating the water supply, tax-share negotiations, environmental-protection interest negotiations and LAFCo hearing processing for the Folsom Ranch development.

As the Environmental Utility Director, I served as the City's executive member to oversee the agendas, to serve as liaison with the committee members and address operational, revenue and community service issues.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
14 AUG '25 PM1:54
Registered Voter: (Yes) / No
JJ

Folsom Commission and Committee APPLICATION

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Cici Robinson

Residence Address:

Email:

Phone:

Employer and Occupation: California Interscholastic Federation (CIF)

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

No

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: _____ Date: 8.14.25

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Cici Robinson

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

X_____ Parks and Recreation Commission

X_____ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Cici Robinson

Informational Questions: (please answer all four questions)

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

I want to serve on this commission because I am deeply committed to preserving and enhancing the qualities that make Folsom truly Distinctive by Nature. Our city' s balance of natural beauty, thriving community spaces, and strong civic spirit creates an exceptional environment where families can flourish.

I value Folsom's family-forward culture—where neighbors look out for one another, opportunities for recreation and engagement abound, and traditions bring people together. I believe our city's thoughtful planning, vibrant parks and trails, and dedication to safety create a welcoming atmosphere for residents of all ages.

Equally important are our amazing schools, which reflect the city's investment in the next generation. Strong educational opportunities not only serve our children but also strengthen the community as a whole. By serving on this commission, I hope to contribute to maintaining Folsom as a great place to live—one that continues to attract and retain families who share a vision of a connected, thriving, and distinctive community.

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

One of the top issues facing this commission is managing Folsom' s rapid growth while protecting the core values that make our city special. As new development brings opportunities, it also creates challenges for preserving our natural beauty, maintaining our family-forward culture, and ensuring that infrastructure, schools, and community services keep pace. Striking the right balance between progress and preservation will be essential to ensure that Folsom remains Distinctive by Nature and continues to be a place where residents enjoy a high quality of life.

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FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Cici Robinson

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

With over 25 years in education—as a PE teacher, Coach, Athletics Director, and in my role with the California Interscholastic Federation—I have developed a deep understanding of what strengthens communities and fosters connection. I have seen firsthand the programs, opportunities, and values that draw people in and inspire them to give back, as well as the challenges that can push them to seek a better fit elsewhere. This perspective equips me to help Folsom continue building on its strengths while addressing areas that need attention, ensuring it remains a place where residents feel engaged, valued, and proud to call home.

4. Which commission or committee meetings have you attended?

I have actively engaged in local governance by attending both City Council and School Board meetings, gaining insight into community priorities, decision-making processes, and the collaboration needed to address local challenges.

END OF APPLICATION FORM

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13 AUG '25 PM3:12
Registered Voter: (Yes) / No

Folsom Commission and Committee APPLICATION

Before You Begin:
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CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Bill Romanelli

Residence Address:

Email:

Phone:

Employer and Occupation: WMG Public Affairs - Public Affairs Consultant

Currently Serving on a Commission/Committee? If yes, please specify:
No.

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: _____ Date: 8-13-25

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Bill Romanelli

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

X Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Bill Romanelli

Informational Questions: (please answer all four questions)

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

It was my pleasure and a privilege to serve on the Planning Commission from 2021-2024. In that time, I understood it was my job as a commissioner to "make Folsom better," and continue to ensure that the quality of life we enjoy here is preserved, while we grow strategically and in the best interest of everyone who lives here. It's not always easy – there are State mandates that frequently force our hand, but more often than not we are able to exercise our knowledge of the law, regional and city plans and visions, and our understanding of the community's needs in order to cast votes that truly do make Folsom better – or at least represent the city's overall best interests in the short and long term. Serving on the Commission is both a wonderful opportunity and an amazing responsibility, one I am more prepared to exercise than ever. I would be very grateful to give back to my city this way.

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

The four biggest land use issues facing the city as I see them are (in no particular order): 1. The Central Business District Revitalization Plan, which for the moment is only a "Vision Plan" that needs a committed team of individuals behind it to push projects and infill forward. That could create a temptation to be "hasty" in approving infill projects, however with the guidance of city staff and a commitment to the interests of the surrounding neighborhoods, the Planning Commission can exercise its authority to help this vision move closer to a reality in a thoughtful way. 2. The future of Intel, which at this point no one can really predict. Ideally that campus will remain unchanged, however in all reality any prospective buyer of that property will be looking to make large changes. The timing on any of this is unknown, but could very well be on the Planning Commission's radar in the next two years. 3. Implementation of the River District Vision Plan – something close to my own heart. I am currently part of a volunteer subcommittee looking to bring the first project – the Promenade - into being. There are still many dots to connect on this, but with prospective partners (the tribes, state parks, the business community) already lining up, the city could very easily see some movement on this in the next two years. 4.The growth and development south of 50, as the city and the chamber look to attract more retail, generate the funding needed to improve traffic flow (including the interchange), accommodate the needs of the area, etc.

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FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Bill Romanelli

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

In addition to my 3+ years' experience serving on the Planning Commission, my work as a professional public affairs consultant - with a specialization in land use, development and community relations, complements my history of community involvement here in Folsom. In addition, my involvement with the Folsom Chamber, (where I serve on the Board and on the Government Affairs Committee) along with my work as a freelance writer covering Folsom's business community, economic issues, arts and human interest stories, give me a unique perspective and connection to the community.

Full Disclosure – I am a paid consultant to AKT Investments, which has developed several projects in and around Folsom, and has been discussing ideas for a possible future development outside, but adjacent to, the city's boundary. How, when and to which government entities this plan could be ultimately presented is very much TBD, and barring any changes to my relationship with AKT, I will be advocating for it. Certainly, if this becomes an agenda item for the Planning Commission I would recuse myself from any discussions or decision-making.

4. Which commission or committee meetings have you attended?

Planning Commission through December 2024 and City Council meetings.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

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Date Revd:
FOLSOM CITY CLERK'S DEPT
7 AUG '25 PM4:54
Registered Voter: (Yes) / No
OK

Folsom Commission and Committee APPLICATION

Before You Begin:
- Please read this form and instructions carefully.
- Complete all pages and sign the application.
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CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Amanda Ross

Residence Address:

Email:

Phone:

Employer and Occupation: Self, City and Regional Planner

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

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Amanda Ross Digitally signed by Amanda Ross Date: 2025.08.07 16:42:18 -07'00' Date: August 7, 2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Amanda Ross

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

X_____ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

Amanda Ross – Planning Commission Application

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

I am seeking appointment to the Planning Commission for two reasons. The first is that I have extensive planning and community outreach knowledge that I know will be an asset to the Planning Commission. I bring experience serving on a planning commission in the past and a professional range of knowledge and expertise from which to draw upon. As a commissioner, I would balance the communities' needs with the needs of the City while also drawing upon my extensive knowledge of smart growth and sustainable planning. I will provide detailed and thoughtful analysis for the City Council to consider when reviewing development and community projects. The second is that I am invested in the health and success of the City of Folsom. My husband and I are invested and committed to raising our family here. I grew up in neighboring El Dorado Hills and chose to move to Folsom raise my family. I can see the potential of the City to continue to grow and thrive in the new decade and beyond. I am excited about Folsom's unique position in the greater Sacramento Region and the City's commitment to its distinct natural environment and providing quality services for its residents. I would be honored to be considered to sit on this commission and foster smart, sustainable growth for the future of the City.

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

The top issue facing the City is its current deficit and reorganizing funding priorities. I think the City is at a crossroads with expenses greatly outpacing revenues. The City is not in a unique position; many similar sized cities throughout the state that provide safety services are grappling with similar problems as costs for these services continue to rise. City Council will have to make difficult decisions in the future, and I hope to be able to offer my unique perspective, both as a resident and as a planning professional who has made it her life's work reviewing how well cities and special districts are functioning for LAFCO agencies around the state. The City has many options for how to handle the deficit including divestment or reduction of existing City services. A thoughtful and data driven approach will be sure to bring the City back to stable footing and provide solid ground on which to prosper.

Housing is another big issue facing the City of Folsom and is nothing new for much of California. New state laws are changing how cities and counties approve affordable housing projects. Folsom is in a unique position, with accessible transit through light rail and bus systems, to increase affordable housing density in areas that would accommodate alternative transit modes. It is important for the City to provide a range of housing options for residents to meet the needs of new generations and our aging population. The planning commission is in a unique position to offer opportunities for community engagement regarding affordable housing and provide recommendations to City Council for new development.

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

I am an experienced regional planner with training and hands-on knowledge in understanding complex planning documents including EIRs, General Plans, development agreements, building plans and site plans, zoning codes, and other planning related documents. I am able to disseminate and interpret detailed technical information and reach decisions backed by facts on complex issues. I served as planning commissioner for District 5 in El Dorado County for almost 2 years until my family and I moved to Folsom.

I have been in the planning field for over 10 years with both public and private sector experience and received a Master's in City and Regional Planning (MCRP) degree with Distinction from California

Polytechnic State University, San Luis Obispo. I have extensive experience managing projects, interpreting zoning and building codes, and building relationships with staff, clients, and the public. I have expert knowledge in analyzing planning documents for implementation, am aware of the unique challenges facing the City, and can draw upon my over 10 years of public and private sector planning experience to effectively serve on the Planning Commission. In addition, I am aware of the responsibilities of a planning commissioner, how these commissions operate, and have experience providing recommendations to a higher authority as well as delivering impartial and data driven judgments on a variety of complex and sometimes controversial planning issues. Also, I lived in neighboring El Dorado Hills from the time I was 4 years old until I left for college. I have local knowledge of the City, the vast changes that have taken place over the past 25 years and feel I can successfully balance the needs of the City with those of the public.

4. Which commission or committee meetings have you attended?

I was appointed to the Utility Commission for District 1 and have been in attendance at those meetings since my appointment (apart from a few absences). While I have not been able to physically attend a Planning Commission or City Council meeting, I have watched the online streaming of these meetings to keep myself informed of issues currently before the City.

South Fork CONSULTING

AMANDA M. ROSS

Regional Planning Consultant

EDUCATION

MCRP, Transportation & Environmental Planning, California Polytechnic State University, San Luis Obispo (2016)

B.A., History, California Polytechnic State University, San Luis Obispo (2011)

EXPERIENCE

Principal
South Fork Consulting (2020-Present)

Contract Planner
SWALE, Inc (2016-2020)

Assistant Planner
El Dorado County (2017)

Associate Planner
Rincon Consultants (2016, 2019-2020)

Part-Time Lecturer
Cal Poly, SLO (2016-2017)

SUMMARY

Accomplished Planning Consultant with extensive history of working in both public and private sectors. Currently specializing in Local Agency Formation Commissions, special district assessments, consulting services, and community engagement.

TECHNICAL CAPABILITIES

- Expert knowledge conducting research, analyzing data, interpreting regulations, and producing written reports in support of Local Agency Formation Commissions (LAFCos) throughout Northern California.
- Technical report analysis pursuant to CEQA including Initial Studies, EIRs, Categorical Exemptions, Addenda, and Mitigation Monitoring and Reporting Programs.
- Knowledge of Tahoe Basin specific planning and zoning policies, TRPA land coverage allocations and IPES scores, and government agency roles.
- Mastery of Adobe Suite programs with exceptional graphics and design presentation skills. Experience with AutoCAD, SketchUp, ArcGIS, website design and coding.
- Financial and planning support for Special Districts including financial forecasting

LAFCO EXPERIENCE | Staffing & On-call Contracts

Placer County LAFCo - Acting Assistant Executive Officer (Jan 2024 - Present)
Manage and process multiple applications simultaneously including coordinate with applicants and provide pre-application meetings, ensure processing and compliance with the CKH Act, produce staff reports and maps, and present applications to the Commission. Conduct special studies and present findings to the Commission. Assist with annual budget and work plan preparation. Assist with special committee meetings and provide support for Placer LAFCo Commissioners as requested. Manage consultant agreements, administer contracts, and ensure deliverables meet Placer LAFCo standards and timelines. Represent Placer LAFCo at meetings with member agencies, the public, and at the 2025 CALAFCO Staff Workshop. Manage the first MSR/SOI Study for the Town of Loomis, coordinate with Town staff, and prepare the technical draft of the Study. Facilitate discussions and respond to inquiries from the public and agencies regarding relevant laws, regulations, and procedures. Meet with stakeholders to address issues, foster partnerships, and encourage collaborative problem-solving. Lead CEQA compliance for LAFCo projects and proposals including coordinating with legal counsel and responding to CEQA projects as the Responsible Agency. Shepard MSR/SOI reports through the process including managing consultants and finalizing reports for the Commission. Assist with the overall supervision of Placer LAFCo's day-to-day operations. Review final products before publication and prepare detailed maps and graphics to assist with the presentation of information as necessary.

San Joaquin County LAFCo - On-call Planning Contract (Jul 2024 - Present)
Manage CEQA compliance for San Joaquin LAFCo as the Responsible Agency. Provide responses to project proposals based on direction from the Executive Officer to early project consultations, Notices of Preparation, and Draft Environmental Impact Reports.

Sacramento County LAFCO - On-call Planning Staff (Dec 2022 - May 2023)
Project manager and author of the Cordova Recreation and Park District MSR/SOI Update. Managed the project for LAFCo staff and worked directly with District staff to ensure a technically accurate report. Provided detailed analysis of facilities and services offered by the District.

LAFCO EXPERIENCE | Municipal Service Review (MSR) & Sphere of Influence (SOI) Reports

Placer County LAFCo - City of Rocklin MSR/SOI
Project Manager and Lead Planner of the City of Rocklin's first MSR/SOI Report for Placer LAFCO. Managed sub-consultant staff and worked closely with City staff to identify the City's SOI and ensure a technically accurate report.

El Dorado County LAFCo - County-wide Fire and Emergency Medical Services MSR/SOI Update
Project Manager and Lead Planner. Conducted agency interviews, crafted MSR/SOI analysis, and managed sub-consultant staff. Coordinated and managed the scope of the Sphere of Influence (SOI) study including providing alternatives for El Dorado LAFCo and the 13 fire agencies to consider. Authored sections of the MSR/SOI document. Received the Mike Gotch Excellence in Public Service Award (2022) for this report.

El Dorado County LAFCo - MSR & SOI Update for El Dorado Irrigation District (EID)
Contracted as Project Manager and Lead Planner. Conducted agency interviews, planned field analysis, and provided support for sub-consultant staff. Coordinated and managed the scope of the Sphere of Influence (SOI) study including providing alternatives for El Dorado LAFCo and EID to consider. Authored sections of the MSR & SOI document including Services and Infrastructure chapters for Water and Wastewater analysis, the SOI Study, and Executive Summary.

Solano County LAFCo - Focused MSR & Focused SOI Update for Pacific Flyway Center, City of Fairfield
Completed analysis and authored sections of the MSR of the Pacific Flyway Center annexation to the City of Fairfield including population projections, services and infrastructure capabilities, and governmental structure and accountability in accordance with the Cortes-Knox-Hertzberg Local Government Reorganization Act (CKH Act) and local LAFCo polices.

Nevada County LAFCo - MSR Truckee Sanitary District, Donner Summit PUD & Tahoe-Truckee Sanitation District (TSD)
Evaluated the structure and operation of the TSD to determine capacity of the district to service existing users and accommodate additional service demands while evaluating timing and local issues. Developed calculations for projected district growth based on residential projected population numbers and visitor population projections through 2040.

Nevada County LAFCO - MSR Water Services in Eastern Nevada County, Truckee Donner PUD & Donner Summit PUD
Conducted analysis, collected data, and prepared Public Review Draft of the MSR for the update of the Truckee Donner PUD Sphere of Influence (SOI) in accordance with the CKH Act and local LAFCO policies. Provided detailed analysis of socio-economic conditions, general plan and zoning policies, and existing and future land uses, including current development projects from three separate municipalities within the Truckee Donner PUD SOI and summary of MSR determinations. Designed cover for final report.

COMMUNITY ADVOCACY

CALAFCO 2025 Conference Planning (Present)
Volunteer for the 2025 CALAFCO Conference Planning Team.

Utility Commissioner - City of Folsom (Present)
Appointed by the District 1 City Council Member in January 2023.

Planning Commissioner - County of El Dorado (2020-2022)
Appointed by the Board of Supervisors to the Planning Commission in April 2020. Appointed First Vice Chair for 2022.

Meyers Advisory Council - County of El Dorado (2019-2022)
Appointed by the District 5 Supervisor for El Dorado County to the Meyers Advisory Council in January 2019. Appointed Chair for 2019.

PUBLICATIONS/PRESENTATIONS & AWARDS

Heaney, K., Ieromnimon, C., Peters, M., Serrano, J., Ross, A. (May 1, 2025). General Session: Tips to Improve the MSR Process [PowerPoint Slides]. CALAFCO 2025 Staff Workshop.

Mike Gotch Excellence in Public Service Award (2022) for the El Dorado County-wide Fire Protection & Emergency Medical Services MSR/SOI Update- CALAFCO 2022 Annual Conference, Newport Beach CA

Riggs, William and Ross, Amanda. "Hampered by Hardcoreness: How Group Cycling Events Fail to Impact the Everyday Travel Behavior of Novice Cyclists" (August 1, 2016). Available at SSRN: https://ssrn.com/abstract=2873218

Hangman Scholar Award Recipient (2015) - University of California, Los Angeles (UCLA) Extension Public Policy Program

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12 AUG '25 AM8:58
Registered Voter: Yes / No
JJ

Folsom Commission and Committee APPLICATION

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CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Rob Ross

Residence Address:

Email:

Phone:

Employer and Occupation: Think Smart Inc. / Technology Executive

Currently Serving on a Commission/Committee? If yes, please specify:
None at present.

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Rob Ross Digitally signed by Rob Ross Date: 2025.07.30 16:37:13 -07'00' Date: 07/30/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Rob Ross

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

1 Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

***Application Supplement Required:**
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Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Rob Ross

Informational Questions: (please answer all four questions)

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

I would like to serve on the Folsom Planning Commission because I believe that thoughtful planning of projects being considered in the city should adhere to the planning guidelines to ensure that they meet requirements, city benefit, community support, and fit within the design standards for a development project.

Folsom is a dynamic city that is continuously evolving and growing, and I believe that careful and well-planned development is crucial for maintaining the city's quality of life and unique character. By serving on the Planning Commission, I hope to help shape and guide the city's development growth in a way that aligns with its long-term goals and vision, while also taking into consideration the needs and desires of the community. I am committed to working collaboratively with other commissioners, city staff, elected officials, and the public to make decisions that are in the best interests of the city, and that promote economic vitality, environmental sustainability, and respect for the city's history and heritage.

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

In my opinion there are many issues that could face the Folsom Planning Commission that are not only local area projects, but understanding what's happening around our area for larger infrastructure and development projects that ultimately could have an impact on Folsom. My belief is the city Planning Commissions most pressing issues are:

- Balancing Development with Folsom's uniqueness
While the city leadership (council and staff) are keeping a watchful eye on the economic growth and fiscal pressures the city faces, it is the responsibility of the planning commission to ensure that new project development not only meet the criteria of a good project, but also preserve Folsom's unique charm and small town feel.

- Giving the residents a voice and consideration
I believe that the public comment part of commission meetings is imperative as this gives the commissioners a time to hear the concerns about specific projects and the impact they might have for the area they will be built in. One great example of the request for a high end liquor store to be developed in the Briggs Ranch area (May 2025). The Planning Commission commissioners were divided on whether this would be a good addition to that area. Public comment and debate gave the commissioners additional critical information about (in this case) why this project is not a good fit for their area. Ultimately this resulted in a denial of the permit for this development project. Just because the project is a good fit for the city, does not mean it's a good fit for the residents.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Rob Ross

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

I have been a small international business owner, as well as a commercial property owner, for over 25 years. I have experienced some of the challenges confronting the business community and commercial property owners. I have lived in Folsom for more than 23 years which also provided me with a strong connection to the city and its future. For more than seven years, I served our city on the Folsom Parks and Recreation Commission, most of that time as chair. In this capacity, I worked in partnership with city staff and the community to resolve issues and move forward with projects including the Johnny Cash Art Trail project, Economy Family Park, and the Broder Family Homestead Park. I am a volunteer throughout our community. Currently I serve as an active local Rotarian, a TEDCorp member, and a board member of the River District Organizing Committee all of these has given me a deeper understanding of community priorities and actively working with city staff and elected officials. The other dimension of my professional skill set is the more than 40 years I spent as a technology engineer and executive which I believe will bring different perspectives and unique problem solving skills to the planning issues. I will work as a commissioner to ensure that the I will make decisions based on a balance of growth, sustainability, and ever-changing needs of the City of Folsom and its residents.

4. Which commission or committee meetings have you attended?

Hundreds of Council Meetings over the last 20 years many of which I have spoke at or presented at. During my time as chair of the Parks and Recreation commission, I attended every commission meeting at least a couple of times. It's important to understand each commissions responsibilities within the city and how your commission fits in. This also helped me develop a personal connection to the other commissioners and chairs which helped with cross communication when needed.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

For Staff Use: 08/26/2025 Item No.12.
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
14 AUG '25 AM8:58
Registered Voter: Yes No
JJ

Folsom Commission and Committee APPLICATION

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Jaspal Singh Sidhu

Residence Address:

Email:

Phone:

Employer and Occupation: Engineering Firm Owner, Professional Engineer Civil

Currently Serving on a Commission/Committee? If yes, please specify:
NO

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

Registered to vote? Indicate Yes / No YES

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: YES

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: YES

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

Signature: Date: 08-06-2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Jaspal Singh Sidhu

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

1 Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

2 Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Jaspal Singh Sidhu

Informational Questions: (please answer all four questions)

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

I am seeking to serve on the Planning Commission of the City of Folsom to combine my nearly four decades of civil engineering expertise with my lifelong dedication to volunteerism and community service. Since earning my Civil Professional Engineer (PE) license shortly after graduating in 1998, I have worked on a wide range of infrastructure and development projects across California, Nevada, Arizona, Colorado, Utah—— gaining deep knowledge of land use, zoning, transportation, environmental compliance, and infrastructure planning. This background enables me to evaluate proposals with precision and foresight, always considering the long-term benefits to the community.

Coming from a small-town background, I value Folsom's unique small-town charm despite its steady growth and increasing diversity. I believe the Planning Commission plays a pivotal role in balancing growth with preservation, ensuring that new development aligns with the City's General Plan, zoning policies, and community vision. I approach every decision with impartiality, guided by data, public input, and the city's strategic priorities—striving to be an attentive listener who considers every perspective before making informed recommendations.

My passion for public service extends beyond my profession. I have been actively engaged in volunteer work for decades, including initiatives for women's empowerment, STEM education, blood donation drives, and community outreach during the COVID-19 pandemic. I currently serve on multiple volunteer boards and frequently organize efforts that bring residents together across cultural, social, and generational lines. These experiences have strengthened my ability to connect with diverse stakeholders, build consensus, and mediate differing viewpoints.

Serving on the Planning Commission will allow me to use my skills, integrity, and collaborative spirit to guide

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

I believe the Planning Commission faces several critical challenges that will define Folsom's future:

1 **Balancing Growth with Preservation** – Managing rapid residential and commercial expansion while protecting Folsom's historic character, open spaces, and community identity.

2 **Traffic, Transportation, and Connectivity** – Addressing congestion and improving multi-modal connectivity for vehicles, cyclists, and pedestrians.

3 **Housing Diversity and Affordability** – Meeting state mandates and community needs with quality housing options that complement existing neighborhoods.

4 **Environmental Sustainability and Resource Management** – Protecting natural resources such as the American River Parkway and integrating sustainable practices into development.

5 **Economic Vitality and Land Use Synergy** – Ensuring that land use decisions strengthen the local economy without overburdening infrastructure or altering neighborhood character.

6 **Infrastructure Planning and Capacity** – Matching growth with adequate utilities, schools, parks, and public safety resources.

7 **Community Engagement and Transparency** – Encouraging participation and ensuring public trust in the decision-making process.

Through my professional experience, I can assess feasibility, infrastructure readiness, and environmental impact while also valuing community perspectives. My history of volunteer leadership, particularly during the COVID-19 pandemic when I coordinated relief and outreach efforts, has reinforced my commitment to inclusive, transparent, and informed decision-making.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Jaspal Singh Sidhu

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

My qualifications are rooted in the combination of professional expertise and a lifetime of service. Since earning my PE license in 1998, I have designed and managed complex projects across California, Nevada, Arizona, Colorado, Utah—working with planning departments, developers, engineers, and residents. I am well-versed in zoning regulations, infrastructure design, environmental review, and sustainable development practices.

Equally important is my track record as a volunteer. I have led and participated in initiatives supporting women's empowerment, STEM outreach for youth, blood donation drives, and pandemic-related community relief. I have served on boards where consensus-building, conflict resolution, and respect for diverse viewpoints were essential. This blend of technical skill and interpersonal diplomacy equips me to make balanced, thoughtful decisions for Folsom's future.

4. Which commission or committee meetings have you attended?

I have attended more than 50 Planning Commission meetings over the years—both in person and virtually. During the COVID-19 pandemic, I joined meetings via phone and online platforms, ensuring I remained engaged even when in-person attendance was limited.

My consistent attendance has given me firsthand understanding of how proposals are reviewed, how staff reports and public comments are weighed, and how decisions are shaped by both technical criteria and community concerns. I have observed discussions on housing, infrastructure, zoning amendments, environmental protections, and economic development—helping me understand the balance between growth, sustainability, and community priorities.

This consistent engagement, combined with my professional expertise and volunteer spirit, ensures that I can contribute meaningfully from day one as a Planning Commissioner.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
8 AUG '25 PM1:10
Registered Voter: Yes / No
JJ

Folsom Commission and Committee APPLICATION

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Patrick Stover

Residence Address:

Email:

Phone:

Employer and Occupation: Sales representative at Zoll Medical

Currently Serving on a Commission/Committee? If yes, please specify:
no

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

Registered to vote? Indicate Yes / No: Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: yes

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

Signature: [signature] Date: 8/8/25

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Patrick Stover

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

1 Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Patrick Stover

Informational Questions: (please answer all four questions)

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

As a dedicated Folsom resident raising three children here, I care deeply about the city's future growth and quality of life. Serving on the Planning Commission would allow me to actively contribute to decisions that shape development, protect neighborhood character, and ensure sustainable infrastructure. I value thoughtful, balanced planning that reflects the needs of residents today while preparing for future generations.

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

I believe one of the top issues facing the Planning Commission is managing Folsom's rapid growth in a way that preserves its family-focused character. As new developments are proposed, it's critical to prioritize amenities, green spaces, and infrastructure that keep kids and families at the heart of our community. Traffic congestion is another pressing concern, and thoughtful planning is needed to ensure safe, efficient transportation for residents. Balancing growth with quality of life will be key to Folsom's long-term success.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Patrick Stover

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

I am a long-time Folsom resident and homeowner, with my family owning two homes in the city. My children attend our public schools, giving me a direct connection to local families and their needs. As a sales professional working in the area, I understand the importance of economic vitality, and I am actively engaged in the community through regular participation in local events such as the farmers market, library programs, and the zoo. These experiences give me both a personal and professional perspective on how planning decisions impact residents.

4. Which commission or committee meetings have you attended?

None

END OF APPLICATION FORM

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

For Staff Use:
Date Rcvd:
FOLSOM CITY CLERK'S DEPT
14 AUG '25 PM3:11
Registered Voter: Yes / No
JJ

Folsom Commission and Committee APPLICATION

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: James Tedford

Residence Address:

Email:

Phone:

Employer and Occupation: Retired

Currently Serving on a Commission/Committee? If yes, please specify:
None

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: James Tedford Date: 08/14/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: James Tedford

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

X_____ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: James Tedford

Informational Questions: (please answer all four questions)

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

I have been a Folsom resident for over 30 years. My wife and I chose to move here to raise our family rather than other Sacramento area communities because of Folsom's distinctness. Folsom had the appeal akin to the smaller midwest communities where both my wife and I grew up. While Folsom has grown significantly since we moved here, it has still managed to keep that smaller community feeling and its own appealing uniqueness. I would like to help keep Folsom as that attractive place that drew us to it, a place wherer people want to come live and spend their time.

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

As Folsom continues to grow, the top issues as I see them are maintaining Folsom's distinctive smaller community feel while ensuring that Folsom remains an affordable place to live for those with a diversity of family incomes.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: James Tedford

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

Before I retired in 2021, I worked in facilities planning, design and construction management at both the US Army Corps of Engineers, Sacramento District and the City of Sacramento Community Development Department for over 30 years. From my work, I am already familiar with many of the requirements that guide planning processes such as envirommental regulations like CEQA within California or NEPA where federal jurisdiction can overlap, as well as the additional guidelines that apply to development such as the particular jurisdiction's General Plan and building codes like the CBC or NFPA.

4. Which commission or committee meetings have you attended?

Since my retirement, I have only been attending City Council meetings. When I recently learned that there was a vacancy on the Planning Commission, I hadn't realized that the Planning Commision was distinct from the City Council. I plan to start attending these meetings as well.

END OF APPLICATION FORM

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

Folsom Commission and Committee APPLICATION

For Staff Use:
Date Rcvd: 08/26/2025 Item No.12.

FOLSOM CITY CLERK'S DEPT
11 AUG '25 PM2:19

Registered Voter: (Yes) / No

JJ

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: D Stephen Williams

Residence Address:

Email:

Phone:

Employer and Occupation: retired

Currently Serving on a Commission/Committee? If yes, please specify:
no

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: D. Stephen Williams Date: 8/11/2025

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: D Stephen Williams

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

X Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: D Stephen Williams

Informational Questions: (please answer all four questions)

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

My wife and I chose to move from Davis to Folsom 13 years ago when we both retired from public service careers. Why Folsom? We liked the vibrant city with its restaurants with diverse ethnic choices, the nearby recreational opportunities at Folsom Lake, the Harris Center and its musical presentations, and the city's location at the edge of the Sierra foothills. Best of all, we liked the people we met while looking at homes up for sale. After we moved into our home in the American River Canyon North development, we walked the neighborhood and invited everyone to our home for an afternoon get-together. We were shocked when we discovered neighbors didn't know neighbors living across the street. No one had ever been inside our home (probably a major reason many chose to come!). Since then, everyone now knows everyone else. Why do I want to be on the Planning Commission? This is my opportunity to give back to the community. I am in my senior years, financially solvent, and healthy. I would like to fill this interim vacancy and contribute my time and planning experience to making this city a place where more people will make the same decision as did my wife and I – "let's move to Folsom!"

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

The top issue facing the City of Folsom is an imbalance between annual revenues and the city's budget for critical services. This issue, however, is not a factor when the Planning Commissioners consider the matters brought for their attention. The Planning Commissioners must base their decisions on how the facts of the individual cases are consistent with local ordinances and General Plan policies. It is not the Planning Commission's responsibility to limit residential growth or to attract new businesses to Folsom. Continuing issues faced by the Planning Commission will include the major residential expansion of Folsom south of Highway 50 and the concurrent need for city services, including water, parks and recreation, fire and police, solid waste management, and other city utility services. A key issue always needing to be addressed by any Planning Commission is the need to ensure that city residents always feel that they are being treated fairly when presenting their individual cases for consideration. This means that Planning Commissioners must be respectful when asking questions and must take the time, before meetings, to review the facts of the matter at hand. Planning Commissioners must also value the expertise and experience of city planning staff.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: D Stephen Williams

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

I have decades of land use planning experience at the city, county, and state levels of government. At the city level I previously served 7 years on the City of Vacaville's Planning Commission, including two years as the Vice-chair. Folsom and Vacaville are very similar in both size and demographics. Both cities are bisected by major highways. Both cities have historical downtowns that require special attention both to ensure commercial viability and to attract out-of-town visitors. Both cities face pressure from residential developers to expand into nearby agricultural or open space areas. Both cities deal with expectations from residents for more parks, more bikeways, higher levels of police and fire services, and a high quality of life experience. Both cities have high-end shopping centers and Factory Outlook stores. Both cities have expanded significantly in the past 30 years. At the county level, I served two years as a land use planner with the County of Riverside. My specific responsibilities included managing the county's Agricultural Preserve program and serving as the land use liaison between the County Planning Department and the University of California at Riverside campus. As manager of the Agricultural Preserve program, I was the sole staff person to make presentations to the County Planning Commission. At the state level, I served 37 years on the California Energy Commission in numerous supervisory and management positions. Specific responsibilities during these 37 years included being the Commission's senior land use planner in power plant siting cases, supervising the Commission's staff responsible for developing the State's Title 24 Building Efficiency standards for residential, commercial, and industrial sectors, supervising the engineers and scientists who managed research projects to improve energy efficiency in residential, commercial, and industrial sectors, and serving as the Commission's senior technical editor for policy documents sent to the Legislature. Near the end of my career with the Energy Commission, I served as the second Advisor to one of the five Energy Commissioners.

4. Which commission or committee meetings have you attended?

None. The Planning Commission meets on the 3rd Wednesday of the month, same night as my meetings with my Veterans of Foreign Wars Post 6604. I have had no need to attend any Planning Commission meetings. In the event I am selected to fill the vacancy on the Planning Commission, I would forego attending the VFW monthly meeting.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

FOLSOM CITY CLERK'S DEPT
14 AUG '25 PM3:40

For Staff Use:
Date Rcvd:

Folsom Commission and Committee APPLICATION

Registered Voter: Yes / No

JJ

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

Return completed applications to:
CityClerkDept@folsom.ca.us or City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: Farrah Wood

Residence Address: [redacted]

Email:

Phone:

Employer and Occupation: Cox Auto - Account Manager

Currently Serving on a Commission/Committee? If yes, please specify:
No

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

Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / No: Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / No: Yes

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

Signature: Farrah Wood Date: 8.14.25

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

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Farrah Wood

Choice of Commission or Committee:
(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation
_____ representative who is a resident of the Historic District
_____ representative who owns a business within the Sutter Street Subarea
_____ Planning Commissioners
_____ representative from a Historic District business outside the Sutter Street Subarea
_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

__X__ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests
_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle safety

_____ Utility Commission

_____ Other: _____

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

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Farrah Wood

Informational Questions: (please answer all four questions)

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

As a long-time resident of Folsom and a dedicated professional in account management, I am passionate about contributing to the thoughtful growth and development of our city. I am applying to serve on the Planning Commission because I believe in the importance of community-driven planning and the value of diverse perspectives in shaping our shared future.

With over a decade of experience in strategic account management, I bring a strong foundation in collaboration, problem-solving, and stakeholder engagement. My role has required me to balance competing priorities, analyze complex data, and make decisions that align with long-term goals—skills that are directly transferable to the responsibilities of a planning commissioner.

I am particularly interested in ensuring that Folsom continues to grow in a way that is sustainable, inclusive, and reflective of the needs of all residents. I value smart land use, environmental guidance, and fair access to housing and transportation. I am eager to work with fellow commissioners, city staff, and community members to uphold Folsom's character while embracing opportunity.

Serving on the Planning Commission would be an honor and a meaningful way to give back to the city that has given so much to me and my family. I am committed to listening, learning, and leading with integrity.

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

Housing Density and Affordability are a top issue. Folsom is struggling with how to accommodate a growing population while maintaining its community character. The Commission is reviewing proposals for higher-density housing developments, which have raised concerns about traffic, safety, and infrastructure capacity.

Another top issue is new housing developments are planned without consideration for school capacity, causing overcrowding existing educational facilities and straining community resources.

Continue to next page

FOLSOM COMMISSION AND COMMITTEE APPLICATION

Applicant Name: Farrah Wood

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

My professional background as an Account Manager has equipped me with strong skills in strategic planning, stakeholder engagement, and decision-making—qualities that align well with the responsibilities of the Planning Commission. I have experience balancing complex priorities, analyzing data to support long-term goals, and collaborating across teams to deliver results. As a resident of Folsom, I am deeply invested in the city' s future and bring a thoughtful, community-centered perspective to issues such as sustainable growth, housing development, infrastructure planning, and school capacity. I am committed to serving with integrity and contributing to balanced, forward-thinking solutions.

4. Which commission or committee meetings have you attended?

I have attended several Planning Commission meetings, including sessions focused on housing development, zoning updates, and the River District Master Plan.

END OF APPLICATION FORM

Return completed applications to:
CityClerkDept@folsom.ca.us
or
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 11449 - A Resolution of the City Council Declaring a Portion of APN 071-0190-076-0000 as Exempt Surplus Land and Authorizing Disposition of Said Land through Property Exchange
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Adopt Resolution No. 11449 - A Resolution of the City Council Declaring a Portion of Parcel APN 071-0190-076-0000 as Exempt Surplus Land and to Authorizing Disposition of Said Land through Property Exchange.

BACKGROUND / ISSUE

In 1984, the City of Folsom purchased several parcels from the Folsom Cordova Unified School District (FCUSD) for $175,000 to extend Riley Street in the vicinity of Bidwell Street and Lembi Drive. In 2011, the City was granted the parcel located at APN 071-0190-076-0000, which was included as part of the 1984 transaction, from FCUSD via Estoppel Certificate to clear up conflicting Title issues with the property. The 0.58-acre site is located east of Comstock Drive and west of Riley Street, as shown in yellow on the aerial map in Figure 1 on the following page. The site has remained vacant since the City purchased the land. However, this land was identified in the Housing Element of the City of Folsom General Plan as a lower-income housing site to meet the City's Regional Housing Needs Allocation requirement for up to 17 units, including up to 16 lower-income units.

In 2019, an application (PN 19-122) was submitted by the owners of 814 Comstock Drive (Patricia and Asghar Agheli) to subdivide their land for additional residential units. As part of that process, the applicants later purchased the knife-shaped parcel (APN 071-0190-054-0000), located between the City-owned site and 814 Comstock Drive as shown in red in the aerial photo in Figure 1 on the following page. The applicant then approached the City with the intent of proposing a lot line adjustment between the City-owned parcel and the knife-shaped parcel to make both parcels more rectangular, and therefore better suited for development.

Figure 1- Aerial Image of Existing Parcels



This proposed land exchange was discussed by the Folsom City Council in May of 2022 during closed session.

Staff support this proposal in concept as it would make the City-owned land more suitable for housing development by creating a rectangular parcel, and the City would not be losing any square footage or be taking on any additional tree mitigation since the private property owner would pay for the difference in mitigation.

Since May of 2022, the applicant reached out to an adjacent property owner at 822 Comstock Drive to take on a portion of the knife-shaped parcel that the City did not want to take on due to it being contiguous with the house on 822 Comstock Drive. The 822 Comstock owner stated that they were not interested in taking on this land. As such, the applicant is now proposing that the City take on 5,119 square feet of land in exchange for 3,094 square feet of City land and leaving the rest of the knife shaped parcel as a remainder, as shown in Figure 2 on the following page. The resultant parcels are shown in Figure 3 on the following page as well. Staff is supportive of this modified proposal.

Figure 2- Land to Be Exchanged

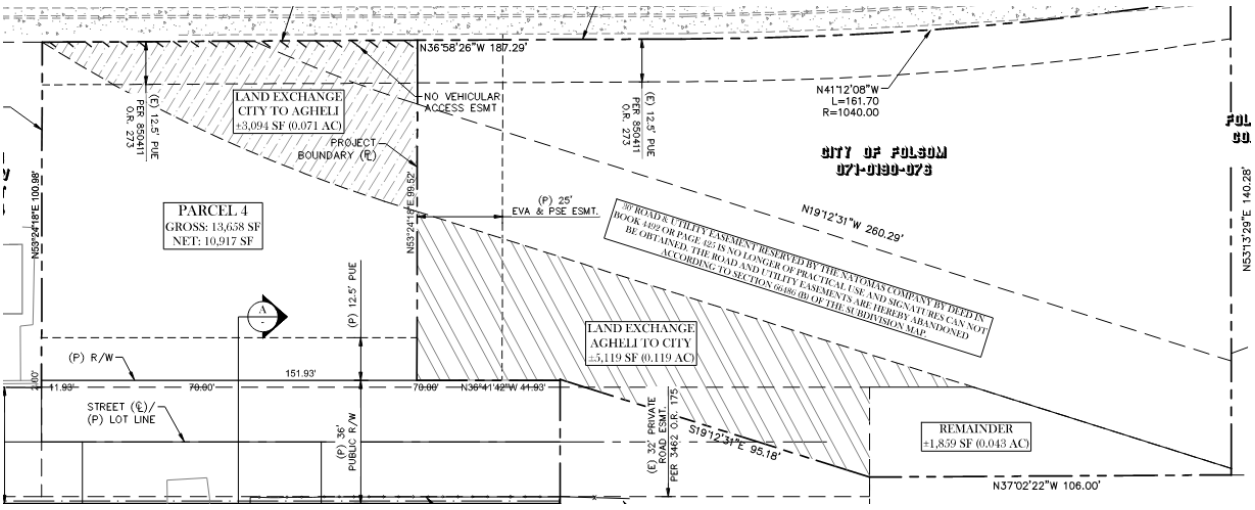
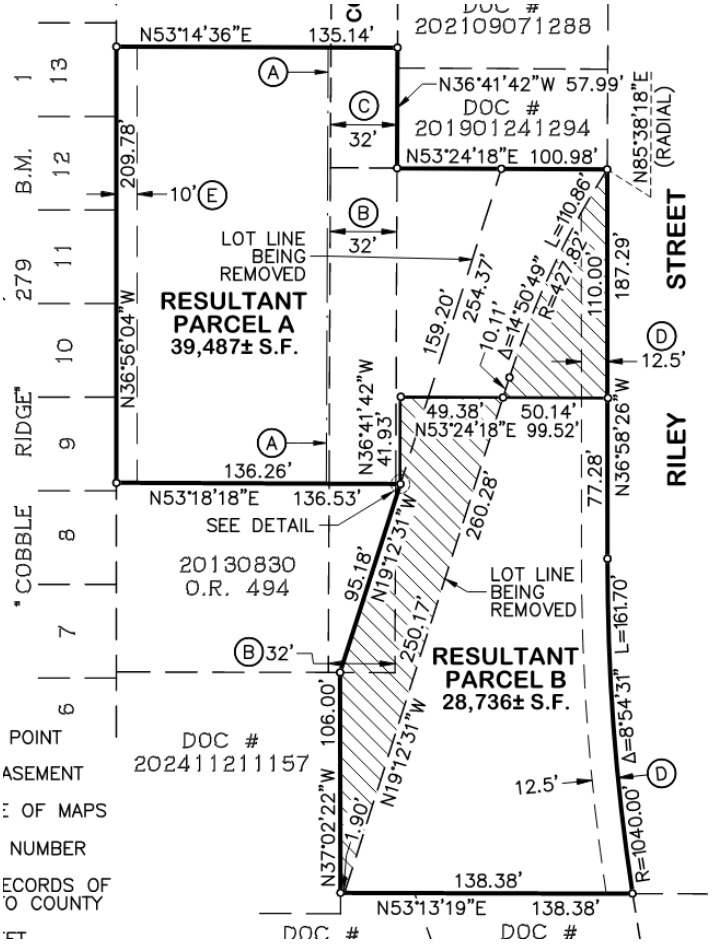


Figure 3- Resultant Parcels



While the applicant's proposed parcel map for development will be subject to review and approval by the Planning Commission, the land exchange will first need Council approval. As part of that action, the land proposed for disposition must go through the Surplus Land Act process or be declared Exempt from this process by the City Council. A determination that the land is Exempt from the Surplus Land Act would then be subject to approval by the California Department of Housing and Community Development (HCD).

POLICY / RULE

Effective January 1, 2020, the Surplus Land Act (SLA) (AB 1486) was amended to address California's shortage of affordable housing. It requires agencies to take formal action in a regular public meeting to declare land surplus. However, land declared to be "exempt surplus land" by the local agency is not subject to these requirements.

The governing board of a local agency must declare the property to be "exempt surplus land" at a regular public meeting and the declaration must be supported by written findings demonstrating that the land is of one or more of several types, including:

> Exchange of Surplus Land. Surplus land that a local agency is exchanging for another property or easement necessary for the local agency's use. [Government Code section 54221(f)(1)(C)]

Any determination by a local agency that its surplus lands are exempt from the SLA shall subsequently be provided to HCD for approval pursuant to section 400(e) of these Guidelines.

ANALYSIS

The City has updated its Housing Element consistent with the State mandated cycle and process for an eight-year planning period (2021 – 2029). One of the key challenges with this current update is accommodating Folsom's share of the lower-income Regional Housing Needs Allocation (RHNA) assigned by the Sacramento Area Council of Governments (SACOG). The City's RHNA obligation for this cycle is 6,363 housing units, of which 3,567 units are to be affordable to very low-income and low-income households (collectively referred to as the "lower-income" RHNA).

A core assumption of the Housing Element is that the higher the allowed density in a property's zoning district, the more feasible it is to accommodate affordable housing. The City-owned property located on Comstock Drive was allocated for up to 16 lower income units based on its size and R-3 (Neighborhood Apartment) zoning district. However, the triangular shape of the parcel could make it challenging to develop. The proposed land exchange and lot line adjustment would create a more rectangular parcel that would be easier to develop. Staff notes that the parcel exchange would result in a net increase in square footage on the land designated for the RHNA units and therefore will not result in a net loss of allocated units in the RHNA inventory. Because the City would be taking on additional trees as part of this exchange, staff recommends a condition that the applicant pay for the difference in tree mitigation between the sites (most recently calculated in 2025 at 51.5 inches of protected trees) that would be exchanged to ensure that there is no monetary value lost by the City as part of this transaction. Furthermore, staff concluded that based on the similar slopes of each property, the land being taken on by the City would have a roughly equal potential for development as the land the City would be disposing.

Staff reached out to HCD to determine if Government Code Section 54221(f)(1)(C) was appropriate to use to declare the City-owned land proposed for exchange as exempt surplus land. As shown in the communication from HCD provided in Attachment 2, they confirmed that this was the appropriate Government Code section for the proposed exchange because the resultant property is necessary for the City's RHNA requirements. As such, staff has prepared a Resolution for the City Council to declare the portion of the City-owned land proposed for exchange as exempt surplus land and to authorize disposition of said land to the applicant. As part of this resolution, staff has added language for a waiver of valuation. This means that the City would be waiving the need to appraise the land exchanged as part of the transaction. Staff felt this was appropriate given the fact that the City would be taking on more land than we were giving up as well as getting paid for the difference in tree mitigation and roughly equal potential for development given the site slopes. I As such, a valuation was not seen as necessary to ensure that there is no monetary value lost by the City as part of this transaction.

FINANCIAL IMPACT

There is no financial impact associated with the declaration of land as exempt from the Surplus Land Act. With regards to disposition of the property, the City is receiving more land than it is giving up, and the party acquiring the land being disposed of is paying for the costs of both the lot line adjustment processing as well as the recordation and the difference in tree mitigation. Furthermore, the resulting City-owned lot would be easier to develop than the current land given its proposed rectangular shape. As such, no negative financial impact to the City is anticipated with disposition of the property.

ENVIRONMENTAL REVIEW

The declaration of land as exempt from the Surplus Land Act is not considered a project and is therefore exempt from the California Environmental Quality Act (CEQA).

ATTACHMENTS

1. Resolution No. 11449 - A Resolution of the City Council Declaring a Portion of APN 071-0190-076-0000 as Exempt Surplus Land and Authorizing Disposition of Said Land through Property Exchange
2. Email exchange with California Department of Housing and Community Development regarding exempt surplus land initial determination, dated April 28, 2025
3. Photographs of the Properties Proposed for Exchange

Submitted,



Pam Johns
Community Development Director

Attachment 1

RESOLUTION NO. 11449

A RESOLUTION OF THE CITY COUNCIL DECLARING A PORTION OF PARCEL APN 071-0190-076-0000 AS EXEMPT SURPLUS LAND AND AUTHORIZING DISPOSITION OF SAID LAND THROUGH PROPERTY EXCHANGE

WHEREAS, the City acquired parcel APN 071-0190-076-0000 from the Folsom Unified School District in 2011; and

WHEREAS, this parcel is listed in the 2021-2029 Housing Element site inventory as suitable for development of affordable multi-family housing; and

WHEREAS, the City received an entitlement application from Patricia and Asghar Agheli for development of the adjacent parcels (APNs 071-0190-054-0000 and 071-0190-062-0000); and

WHEREAS, as part of their application, Patricia and Asghar Agheli requested to exchange approximately 3,094 square feet of the City's land for approximately 5,119 square feet of their adjacent land to make both parcels a rectangular shapes more suitable for development; and

WHEREAS, Patricia and Asghar Agheli shall pay for both the processing and recordation of the lot line adjustment and the difference in tree mitigation costs between the land the City is acquiring from them and the land they are acquiring from the City; and

WHEREAS, the City would be acquiring the same amount or more of developable land as part of this property exchange, and will not result in a net loss in lower income units designated in the City's 2021-2029 Housing Element sites inventory; and

WHEREAS, the City has agreed to a waiver of valuation of the land as part of the transaction; and

WHEREAS, the Surplus Land Act (AB 1486) was amended in January 2020 to address California's shortage of affordable housing and requires agencies to take formal action in a regular public meeting to declare land surplus; and

WHEREAS, the identified land qualifies as exempt surplus land under Government Code section 54221(f)(1)C) - Exchange of Surplus Land, since it is surplus land that a local agency is exchanging for another property necessary for the City's use, in this case to meet the City of Folsom's Regional Housing Needs Allocation, and is not within a coastal zone, is not adjacent to a historical unit of the State Park System, is not listed on or determined by the State Office of Historic Preservation to be eligible for the National Register of Historic Places, and is not within the Lake Tahoe Region as defined by Government Code Section 66905.5; and

WHEREAS, the Surplus Land Act requires that exempt surplus land be declared as exempt surplus by the City Council at a public meeting and that the State Housing and Community Development Department verify the exempt determination prior to land disposition.

NOW, THEREFORE, BE IT RESOLVED by City Council of the City of Folsom that approximately 3,094 square feet of City property identified as APN 071-0190-076-0000, shown in Exhibit 1, is hereby declared as exempt surplus land.

BE IT FURTHER RESOLVED that the aforementioned exempt surplus property is not necessary or needed for City use.

BE IT FURTHER RESOLVED that the aforementioned exempt surplus property shall be exchanged for 5,119 square feet of land located on APN 071-0190-062-0000, as shown in Exhibits 1 and 2 and currently owned by Patricia and Asghar Agheli, free from any encumbrances.

BE IT FURTHER RESOLVED that Patricia and Asghar Agheli shall pay for both the processing and recordation of the property exchange, lot line adjustment, as well as the difference in tree mitigation costs between the land the City is acquiring from them and the land they are acquiring from the City. Said costs shall be paid prior to completion of the property exchange.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute all documents necessary to effectuate disposition, transfer, and exchange of the aforementioned exempt surplus property for 5,119 square feet of land located on APN 071-0190-062-0000 as shown in Exhibit 1, in furtherance of this Resolution.

PASSED AND ADOPTED this 26th day of August 2025, by the following roll-call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

ABSENT: Councilmember(s):

ABSTAIN: Councilmember(s):

_____

Sarah Aquino, MAYOR

ATTEST:

_____

Christa Freemantle, CITY CLERK

Exhibit 1
Land to be Exchanged

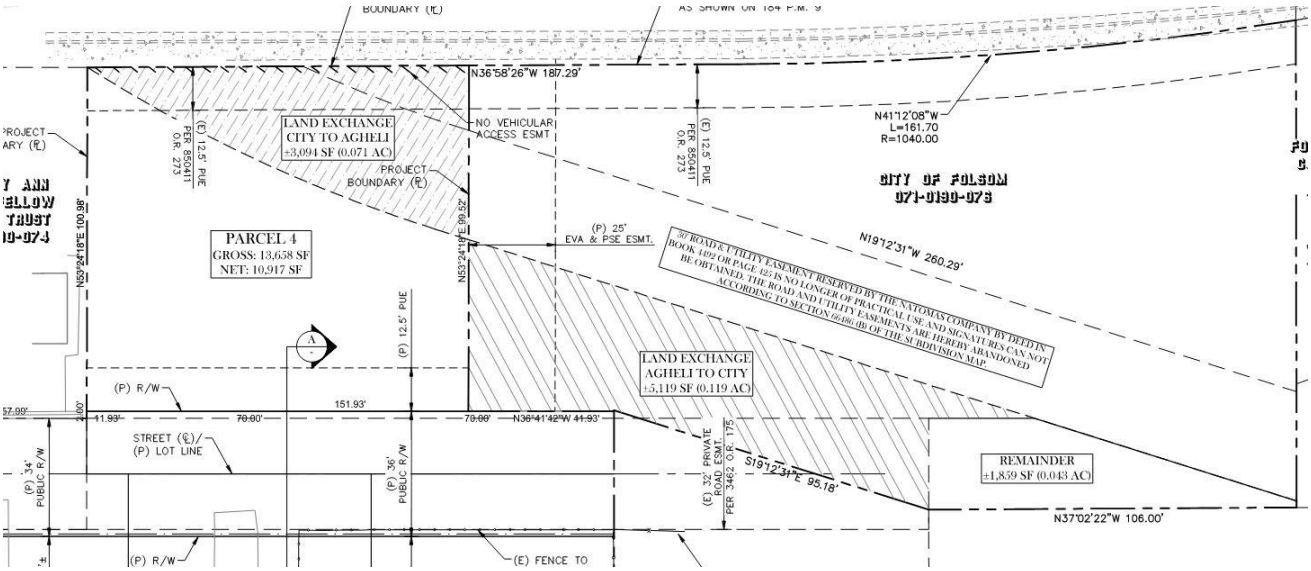
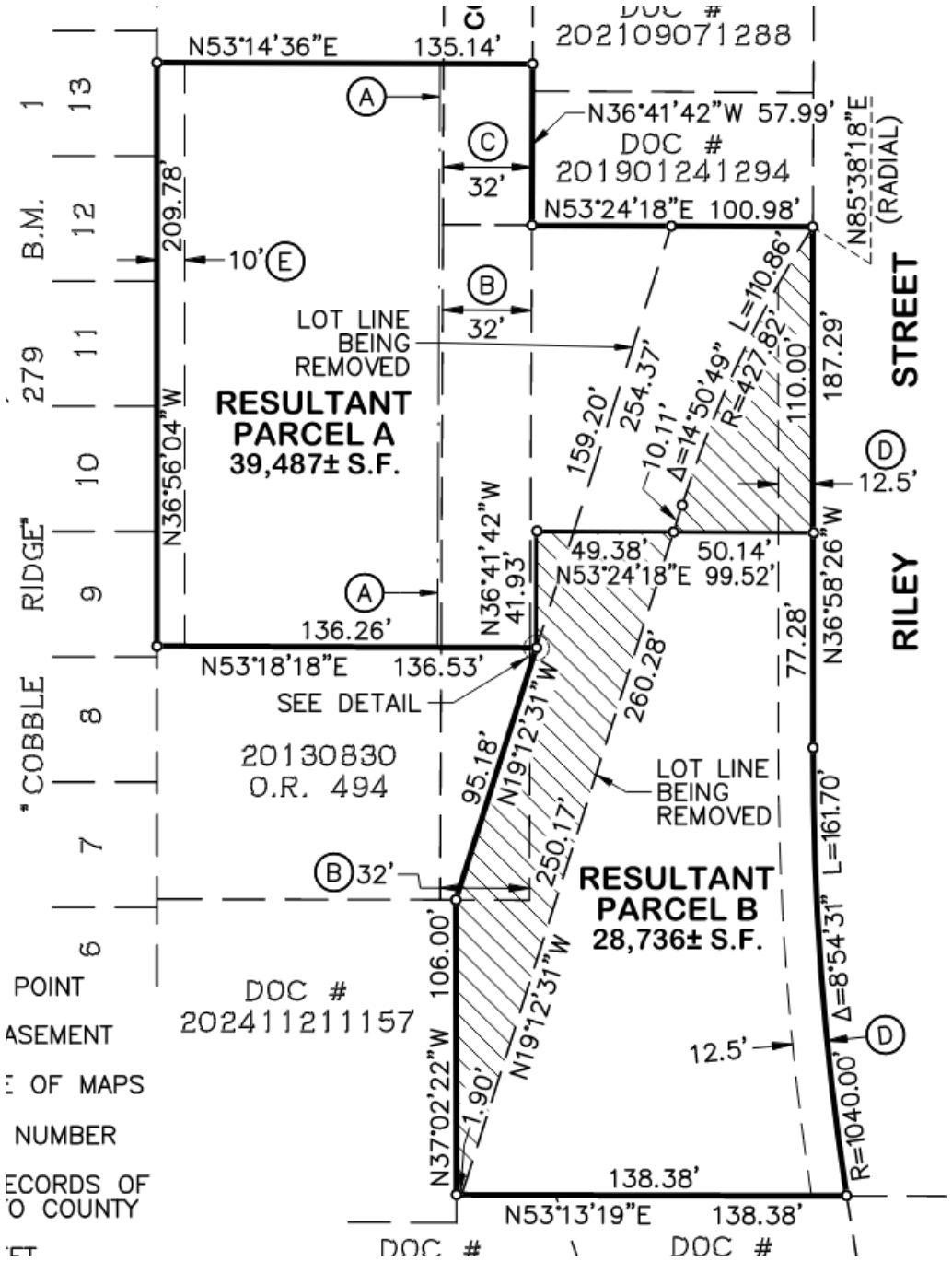


Exhibit 2
Resultant Parcels



Attachment 2

Josh Kinkade

From: Mukasa, Sandra@HCD <Sandra.Mukasa@hcd.ca.gov>
Sent: Monday, April 28, 2025 4:27 PM
To: Josh Kinkade; Dept. of Housing & Community Development
Subject: RE: SLA Case (SLA0001736)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Josh,

Thank you for the confirmation regarding these Gov Code section 54221(f)(2) characteristics. Since the document you submitted is a draft, I recommend that you include a line referencing that none of those characteristics apply and thus the property is eligible for the exemption.

I have completed my review and have concluded that the Property complies with and qualifies for Government Code Section 54221(f)(1)(C). I will now close out this technical assistance ticket. (FYI: For internal workflow and data tracking purposes, we process draft exemption reviews separately from local agency approved formal actions that require a formal HCD findings letter.)

Please submit the approved city council resolution via a new SLA Portal ticket and we will process the formal findings letter. When submitting the adopted resolution, you may note in the new ticket that I previously reviewed a draft under case number 1736 so that it can be assigned to me for swift processing.

(When responding to me, please be sure to reply-all to include both my direct HCD email and the service-now email so that our correspondence is saved to the correct case file)

Thank you,

Sandra Mukasa
Senior Housing Policy Specialist
Housing Accountability Unit
Housing Policy Development Division
Phone: (916) 233-6926

Final Updated Surplus Land Act Guidelines: *On August 1, 2024, HCD issued the final updated Surplus Land Act Guidelines .*
Surplus Land Dashboard: *View data here regarding homes "unlocked" via compliance with the SLA pathway.*

From: Josh Kinkade <jkinkade@folsom.ca.us>
Sent: Monday, April 28, 2025 4:15 PM
To: Dept. of Housing & Community Development <calhcd@service-now.com>
Cc: Mukasa, Sandra@HCD <Sandra.Mukasa@hcd.ca.gov>
Subject: RE: SLA Case (SLA0001736)

Sandra,

Thanks for getting back to me so quickly. I can confirm that the land does not meet any of the A-D criteria you provided. And you are correct that no formal action has been taken. The resolution provided to you is a draft, and we would take a version of it forward to City Council soon once we have a preliminary ruling from HCD regarding the exemption status.

Thanks,

Josh Kinkade
Associate Planner
City of Folsom
50 Natoma Street, Folsom, CA 95630
jkinkade@folsom.ca.us
o:916-461-6209
www.folsom.ca.us

From: Dept. of Housing & Community Development <calhcd@service-now.com>
Sent: Monday, April 28, 2025 3:49 PM
To: Josh Kinkade <jkinkade@folsom.ca.us>
Cc: Sandra.Mukasa@hcd.ca.gov
Subject: SLA Case (SLA0001736)

You don't often get email from calhcd@service-now.com. Learn why this is important [aka.ms]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, Josh Kinkade,

Thank you for submitting documentation of behalf of the City of Folsom in regard to a portion of property located at APN: 071-0190-076-0000 (Property). In general, the Property would be eligible for an exemption if certain characteristics don't apply to the property. Can you please confirm whether or not any of the characteristics listed under GC §, 54221(f)(2) apply to the Property (copied below)?

(2) Notwithstanding paragraph (1), a written notice of the availability of surplus land for o purposes shall be sent to the entities described in subdivision (b) of Section 54222 prior to disposing of the surplus land, provided the land does not meet the criteria in subparagraph (H) of paragraph (1), if the land is any of the following:

(A). Within a coastal zone.

(B). Adjacent to a historical unit of the State Parks System.

(C). Listed on,or determined by the State Office of Historic Preservation to be eligible for, the National Register of Historic Places.

(D). Within the Lake Tahoe region as defined in Section 66905.5.

Furthermore, it's my understanding from the provided draft documentation that the City's governing body has yet to take a formal action in declaring the land exempt surplus. Is that correct?

(When responding to me, please be sure to reply-all to include both my direct HCD email and the service-now email so that our correspondence is saved to the correct case file)

Thank you,

Sandra Mukasa *(she/her)*
Senior Housing Policy Specialist, Housing Accountability Unit
Housing Policy Development Division
Housing & Community Development (HCD)
651 Bannon Street, Suite 400 | Sacramento, CA 95811
☎ 916.233.6926 | ✉ sandra.mukasa@hcd.ca.gov

[twitter.com] [facebook.com]

Final Updated Surplus Land Act Guidelines: *On August 1, 2024, HCD issued the final updated Surplus Land Act Guidelines.*
Surplus Land Dashboard: *View data here regarding homes "unlocked" via compliance with the SLA pathway.*

Ref:MSG0219682_wFFurQus0DliUWAmV6Vs

Attachment 3

Land Proposed to be Disposed Of by the City



Land Proposed to be Acquired by the City



Folsom City Council
Staff Report

MEETING DATE:	8/26/2025
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 11427 - A Resolution of the City Council of the City of Folsom Approving the Affordable Housing Loan Program Guidelines to Establish a Clear Framework for Providing Financial Assistance to Affordable Housing Projects, Funded by Folsom Housing Fund (Fund 238) and Housing Trust Fund (Fund 221)
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt Resolution No. 11427 - A Resolution of the City Council of the City of Folsom Approving the Affordable Housing Loan Program Guidelines to Establish a Clear Framework for Providing Financial Assistance to Affordable Housing Projects, Funded by Folsom Housing Fund (Fund 238) and Housing Trust Fund (Fund 221).

BACKGROUND / ISSUE

Over the past 20 years, the City has utilized available housing funds to support the development of qualified affordable housing projects through the provision of loans. These funds have helped facilitate numerous affordable housing projects in the community as an important gap financing measure. A summary of funded projects and associated loan amounts is provided in Attachment 2.

Due to the technical nature of affordable housing finance and tax credit structures, City staff have relied on external consultants (primarily TDA, Inc.) to help evaluate affordable housing developer loan requests. Typically, these requests are submitted by developers as part of their project proposals, rather than being initiated by the City. As a result, the City reviews these requests reactively.

The evaluation process centers on two key factors: (1) the availability of affordable housing funds at the time of the request, and (2) the reasonableness of the amount being requested and the proposed loan terms, as analyzed by the City's affordable housing loan consultant. To assess a request, the City's consultant conducts a thorough review of the developer's updated financial pro forma and funding sources. This involves analyzing the project's assumptions, methodologies, and calculations for accuracy and soundness. The consultant also uses secondary sources to verify data and may request additional documentation or clarification from the developer to support the financial analysis. Because most projects are subject to tax credit agency regulations and compliance standards, City staff and consultants generally assume that developers are following industry best practices.

In recent years, staff has made a concerted effort to standardize loan terms across affordable housing projects to enhance continuity, reduce inconsistencies, and improve overall efficiency. This also helps the City better manage and track loans. Through our ongoing collaboration with TDA, Inc., staff has gained valuable insights into industry best practices related to the negotiation of term sheets and final loan documents.

Despite these improvements, the City's approach remains largely reactive, with loan term negotiations typically taking place only after a developer has submitted a project proposal. By this stage, developers are often far along in structuring their project financing and face tight timelines to meet tax credit application deadlines. As a result, the City is placed in a less advantageous position during deliberations, while developers—often working under tight timelines driven by tax credit application deadlines—have limited flexibility to revise proposed terms. This timing dynamic reduces the City's ability to proactively shape loan terms and/or conditions that reflect broader policy goals related to lasting affordability, community housing needs, and fiscal responsibility.

The purpose of creating and adopting Affordable Housing Loan (AHL) Program Guidelines is to bring more transparency and consistency to the City's approach to housing loan gap financing. By establishing clear and standardized funding criteria at the outset, the guidelines will provide developers and prospective applicants with a well-defined framework prior to submitting proposals. This proactive structure will shift the City's role from reacting to individual proposals to setting uniform expectations for loan terms. While the guidelines introduce structure, they will also incorporate flexibility to accommodate unique project circumstances. This balanced approach will help the City use limited housing funding more fairly, protect long-term housing goals, and improve how the program is managed

At this time, staff is requesting City Council approval of the Affordable Housing Loan Program Guidelines. Later this year, staff will be presenting to the City Council policy considerations and priorities for future use of the City's Housing Funds, along with an analysis of the City's current Inclusionary Housing Ordinance as required by the Housing Element.

POLICY / RULE

All powers of the City shall be vested in the City Council pursuant to Section 2.02 of the City Charter.

ANALYSIS

The City of Folsom is committed to supporting both the rehabilitation and new construction of affordable housing for low-, very low-, and extremely low-income households. This effort is primarily funded through inclusionary in-lieu fees from new residential development (Folsom Housing Fund – Fund 238) and commercial development fees (Housing Trust Fund – Fund 221). These sources collectively finance the City's Affordable Housing Loan (AHL) Program.

The AHL Program offers gap financing for affordable housing developments located within the City, serving households at or below established income thresholds. In exchange for this low-cost, long-term financing, property owners agree to implement and uphold income, rent, and affordability restrictions for a minimum of 55 years. Recognizing that most affordable housing developments are structured with multiple funding streams, the AHL Program is intentionally designed to align with state and federal resources such as Low-Income Housing Tax Credits (LIHTC).

The City's involvement in affordable housing investments serves two primary and often interconnected purposes: protecting the financial viability of its loan portfolio and ensuring the long-term success of developments in delivering safe, high-quality housing throughout the full affordability period. To support these goals, the proposed AHL Program Guidelines establish consistent and transparent criteria to guide applicants and ensure that developments remain financially and physically sustainable over time.

Key components of the guidelines are described below.

1. **Project Funding Requirements.** The AHL Program Guidelines provide a structured and transparent framework for evaluating and supporting affordable housing developments in the City of Folsom. They establish detailed eligibility criteria for applicants, requiring participation from nonprofit or for-profit housing developers, partnerships, or joint ventures with demonstrated experience in affordable housing. The Guidelines prioritize projects located outside concentrations of existing regulated affordable housing and those consistent with the City's Housing Element goals. Additionally, the Guidelines outline specific requirements related to cost eligibility, property standards, unit mix, income and rent restrictions, and permissible tenant fees. This consistent regulatory framework is intended to promote fairness across applicants, while enhancing efficiency in both the project review and long-term monitoring processes carried out by City staff.

2. **Underwriting and Compliance Standards.** The AHL Program Guidelines set forth clear underwriting standards to ensure consistency, transparency, and administrative

efficiency for evaluating affordable housing projects. To align with best practices and reduce duplicative requirements, the City's underwriting criteria is consistent with those established by the California Tax Credit Allocation Committee (TCAC). In addition, the Guidelines will align most affordability compliance requirements—such as tenant income verification, rent setting, and utility allowance calculations—with the standards used in the Low-Income Housing Tax Credit (LIHTC) program. This alignment streamlines the funding process for project sponsors while supporting more effective and coordinated compliance monitoring across multiple funding sources.

3. **Residual Cash Flow.** To promote accountability and clarity in how City loans are repaid, which are generally structured to be repaid through annual payments equal to 50% of a project's residual cash flow, the AHL Program Guidelines include a clear definition of residual cash flow. These Guidelines identify allowable project expenses that may be deducted prior to calculating amounts owed to the City**.** To maintain fiscal oversight and ensure responsible use of public resources, the Guidelines require that any project expenses not specifically authorized must receive prior written approval from the City. This requirement reinforces the City's authority in monitoring project-level financial activity and helps ensure that loan repayments align with program objectives.

4. **Reserve Account Requirements to Ensure Long-Term Project Sustainability.** To maintain the long-term viability of affordable housing developments financed through the AHL Program, the Guidelines require each project to establish and maintain both an Operating Reserve Account and a Replacement Reserve Account. These Reserve Accounts must remain in place for the full duration of the affordability restriction period (at least 55 years) to ensure the ongoing physical and financial sustainability of the property. The Replacement Reserve requirement, in particular, limits early cash distributions and ensures adequate funding for major capital repairs—such as roof replacement or system upgrades—thereby safeguarding project integrity well beyond repayment of the City's loan. This requirement reflects the City's long-term commitment to ensuring the durability, habitability, and financial stability of its affordable housing investments.

5. **Safeguards for Ensuring Long-Term Affordability.** The AHL Program Guidelines include specific provisions designed to enhance the City's long-term regulatory oversight of affordable housing projects. These include requirements for financial guarantees and the execution of declarations of restrictive covenants. To ensure the enforceability of affordability restrictions over the full term of the project, the Guidelines stipulate that all AHL covenants must be recorded in a senior position to any foreclosable liens, including those that would otherwise be senior to the City's loan. These safeguards are intended to preserve the City's regulatory and affordability interests throughout the life of the project, regardless of changes in ownership or financing structure.

In addition to these components, the Guidelines include numerous other provisions that define essential program requirements and reflect the City's broader objectives for the responsible use of affordable housing resources.

As outlined in the background section of this report, the City's current approach to negotiating affordable housing loan terms remains largely reactive, despite recent process improvements. Typically, loan discussions begin only after a developer has submitted a full project proposal and assembled key financing components. By that stage, developers are often operating under compressed timelines (particularly those tied to competitive tax credit application cycles) which significantly limits flexibility in revising financial terms. This situation limits the City's ability to shape loan terms that fully align with broader policy objectives, including long-term affordability, responsiveness to community housing needs, and prudent fiscal management.

The AHL Program Guidelines are designed to address these limitations by establishing a consistent, transparent, and proactive framework for evaluating and funding affordable housing developments. By articulating clear funding criteria and expectations up front, the Guidelines provide prospective applicants with a defined process well in advance of project submission. Additionally, the formalization of loan policies through the AHL Program Guidelines establishes a structured foundation for issuing Notices of Funding Availability (NOFAs) in a proactive and strategic manner. This approach enables the City to solicit a broad range of proposals when resources become available and to direct funding toward projects that best align with Housing Element priorities. These may include developments in preferred locations or those serving high-need populations (such as seniors, large families, and individuals with special needs) while maintaining a transparent, equitable, and accountable allocation process.

FINANCIAL IMPACT

There is no financial impact on the General Fund. The Affordable Housing Loan Program is supported by Folsom Housing Fund (Fund 238) and Housing Trust Fund (Fund 221). By establishing clear AHL Program Guidelines, the City is likely to reduce expenditures on consultant services currently required for evaluation of affordable housing project loan requests, resulting in more efficient use of housing funds.

ENVIRONMENTAL REVIEW

The proposed City Council action to approve Affordable Housing Loan Program Guidelines is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378 and Section 15061(b)(3). Under Section 15378, the action does not constitute a "project" under CEQA, as it pertains solely to administrative or procedural matters that do not result in direct physical environmental changes. Furthermore, Section 15061(b)(3) - the "common sense exemption" -applies because it can be determined with certainty that the adoption of this updated document will not lead to significant effects on the environment.

ATTACHMENTS

1. Resolution No. 11427 - A Resolution of the City Council of the City of Folsom Approving the Affordable Housing Loan Program Guidelines to Establish a Clear Framework for Providing Financial Assistance to Affordable Housing Projects, Funded by Folsom Housing Fund (Fund 238) and Housing Trust Fund (Fund 221).
2. List of City-funded Affordable Housing Projects
3. Summary of Affordable Housing Funds
4. Affordable Housing Loan Program Guidelines

Submitted,



Pam Johns, Community Development Director

Attachment 1

RESOLUTION NO. 11427

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM APPROVING THE AFFORDABLE HOUSING LOAN PROGRAM GUIDELINES TO ESTABLISH A CLEAR FRAMEWORK FOR PROVIDING FINANCIAL ASSISTANCE TO AFFORDABLE HOUSING PROJECTS, FUNDED BY FOLSOM HOUSING FUND (FUND 238) AND HOUSING TRUST FUND (FUND 221)

WHEREAS, for over 20 years, the City of Folsom has utilized available housing funds to support the development of affordable housing through the issuance of loans, facilitating numerous projects that provide housing opportunities for low- and moderate-income households; and

WHEREAS, the City relies on a combination of in-lieu residential development fees (Folsom Housing Fund – Fund 238) and commercial development fees (Housing Trust Fund – Fund 221) to fund the Affordable Housing Loan (AHL) Program; and

WHEREAS, the technical complexity of affordable housing finance and tax credit programs has historically required the City to engage external consultants to evaluate developer loan requests on a project-by-project basis; and

WHEREAS, the City's current process for evaluating and negotiating affordable housing loans is largely reactive, typically beginning only after developers have submitted full project proposals and assembled key sources of financing, often under time constraints dictated by competitive tax credit cycles; and

WHEREAS, this reactive structure has limited the City's ability to proactively shape loan terms and ensure alignment with broader housing policy goals related to long-term affordability, responsiveness to community housing needs, and prudent fiscal oversight; and

WHEREAS, staff, in collaboration with the City's affordable housing loan consultant, TDA, Inc., has worked to standardize loan terms, improve efficiency, and align funding decisions with industry best practices; and

WHEREAS, the Affordable Housing Loan Program Guidelines are intended to establish a transparent, consistent, and proactive framework that sets clear expectations for project funding requirements, evaluation criteria, and loan terms, while preserving flexibility to accommodate varying project needs; and

WHEREAS the adoption of the AHL Program Guidelines will enable the City to issue Notices of Funding Availability (NOFAs) more strategically, enhancing the City's ability to direct limited housing funds to projects that best align with Housing Element goals and community priorities, and

WHEREAS the Affordable Housing Loan Program is funded through Folsom Housing Fund (Fund 238) and Housing Trust Fund (Fund 221), resulting in no impact to the General Fund, and

WHEREAS, the adoption of clear and consistent Affordable Housing Loan Program Guidelines is anticipated to reduce reliance on consultant services for evaluating loan requests, thereby promoting more efficient use of limited housing resources.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby approves the Affordable Housing Loan Program Guidelines and authorizes staff to implement the guidelines in support of the City's affordable housing goals.

PASSED AND ADOPTED this 26th day of August 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

List of City-funded Affordable Housing Projects

Over the past 20 years, the City has provided Affordable Housing Loans to Eleven (11) affordable housing developments, as summarized in Table 1 below.

Project	Year	Number of Affordable Units	Total Funding Amount	Funding Amount per Affordable Unit
Harrington Grove Apartments	2025	51	$2,700,000	$52,941
Mangini Place	2021	150	$6,860,000	$45,733
Sage at Folsom	2021	110	$2,750,000	$25,000
Bidwell Place	2021	75	$4,150,000	$55,333
Petersen Place	2019	71	$4,680,000	$65,915
Bidwell Pointe	2019	100	$5,300,000	$53,000
Granite City	2012	80	$2,830,272	$51,000
Forestwood	2011	55	$3,000,000	$54,545
Mercy Village (remodel)	2009	81	$1,215,000	$15,000
Creekview Manor	2007	138	$1,400,000	$10,144
Vintage Willow Creek	2005	184	$1,176,486	$6,393
TOTAL		1095 units	$36,061,758	

Attachment 3

Summary of Affordable Housing Funds

As of June 2025, the City's total unencumbered housing fund balance available for affordable housing projects is approximately, $23.8 million and is comprised of four separate funds, as summarized in Table 2 below:

Table 2 – Folsom Housing Funds		
Housing Fund Name	Source	Fund Balance
Housing Trust Fund (Fund 221)	Commercial Fees	$917,451
Folsom Housing Fund (Fund 238)	Inclusionary In-lieu Fees	$22,705,461
Oaks at Willow Springs (Fund 274)	Willow Springs Inclusionary Fee	$25,762
Bonds Fund (Fund 280)	Former Redevelopment Bonds	$149,695
Total		$23,798,369

*In addition to providing affordable housing financial subsidies, Total includes funds utilized for consulting services, special reports, and other housing related activities.

It is important to note, of the four types of housing funds, only the Folsom Housing Fund (Fund 238) and the Housing Trust Fund (Fund 221) are expected to generate future City housing funds. During the past year, the City collected over $4.2 million in inclusionary in-lieu fees as a result of the thriving new single-family housing development (primarily in the Folsom Plan Area) and approximately $170,000 in housing trust fund fees associated with new commercial development. In addition to providing affordable housing loans, these funds are used for other housing related activities such as the Housing Element Update and housing financing consulting services.

Attachment 4

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Affordable Housing Loan Program Guidelines

Version 1.0
08/26/2025

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1. Introduction

The City of Folsom (the "City") supports the rehabilitation and new construction of affordable rental housing for low-income, very low-income, and extremely low-income households with funding from inclusionary in-lieu fees for new residential development (Folsom Housing Fund/Fund 238) and fees associated with new commercial development (Housing Trust Fund/Fund 221). Together, these sources are used to fund the City's Affordable Housing Loan ("AHL") program. The purpose of these Guidelines is to provide transparency and direction to potential applicants for AHL program funds.

AHL program funds will be used to provide gap financing to projects located in the City that are affordable to people who are at or below applicable income limits. In exchange for low-cost permanent financing, property owners will agree to income, rent, and other restrictions for an affordability period of at least 55 years. Projects are monitored for compliance during the affordability period.

Since project developers, owners, and sponsors must coordinate funders' requirements when there are multiple funding sources, in general, the AHL Program is structured to be layered with other State and Federal financing (including, but not limited to LIHTC, HOME, and CDBG) and is intended to expand the supply of decent, safe, sanitary, and affordable housing. The AHL program is focused on low-income households at or below 80% of the Area Median Income ("AMI") with additional emphasis on producing units affordable to low -income households at or below 60% AMI, very low-income households at or below 50% AMI, and extremely low-income households at or below 30% AMI.

2. Application and Evaluation Procedure

The City will periodically issue a Notice of Funding Availability (NOFA) for Affordable Rental Housing Development when funds are available, and the City seeks to establish funding priorities and determine how the funds will be allocated. The NOFA will outline specific application deadlines, any funding focus goals (e.g., by project type, population served, etc.), and other special considerations applied to any given funding round (i.e., not all NOFAs will be the same and the City's areas of funding emphasis may change between or across NOFAs).

A. Funding Availability

Upon submission of a proposal for AHL funds, City staff will conduct a review and analysis of the project and developer(s) as presented in the proposal. Proposals submitted in response to a NOFA will be scored based on criteria outlined in the NOFA. Regardless of strict numerical ranking, the scoring does not operate to vest in an applicant or project any right to a reservation or commitment of AHL funds. The City will, in all instances, commit AHL funds consistent with sound and reasonable judgment, prudent business practices, and the exercise of its inherent discretion.

Projects seeking AHL funds prior to the receipt of all other funding sources, including federal tax credit reservations, may be provided with non-binding Letters of Intent. Among other items, the Letter of Intent will be contingent upon 1) the then current balance of Funds 238 and 221 and/or 2) the applicant's award from the California Tax Credit Allocating Committee ("CTCAC") and/or the California Debt Limit

Allocation Committee ("CDLAC") for Low Income Housing Tax Credits ("LIHTC"), if applicable, and all other necessary project financing.

B. Submission of Materials

All applicants are required to comply with the submission criteria set forth in these guidelines or within a particular NOFA.. The City reserves the right to require the submission of additional information as needed to complete project underwriting.

3. Structure of Transaction

A. Loan Types and Terms

The City will provide AHL funds in the form of a loan to the entity that owns the property. No AHL funds will be awarded, and funding commitments are not transferable without prior written City approval.

The City's AHL Program loan is intended as construction/permanent financing. Proceeds of the AHL Program loan will only be released in conjunction with approved construction draw requests and/or submission of invoices for approved soft costs and satisfaction of all requirements outlined below.

In all cases, the AHL Program loan will:

- Have a term of 35 years[1];
- Be repayable in full upon sale, refinancing, or transfer of the property or upon maturity, whichever occurs first;
- Be secured with a deed of trust, promissory note, and appropriate UCC liens. Mortgages will be recorded in Sacramento County and may be subordinate only to an amortizing permanent first mortgage and a temporary bank construction loan, all of which must be approved by the City, if applicable.

The City will offer one of two potential repayment structures:

- For projects with senior amortizing loans (i.e., "must pay" debt), AHL program loans will be structured with annual payments equal to 50% of Surplus Cash (aka Cash Flow, Residual Cash Flow, Residual Receipts) as further defined below.

  As discussed below, the City may consider deferring payments on its AHL until cumulative distributions of Surplus Cash are equal to a project's deferred developer fee.

- For projects without senior amortizing loans, AHL Program loans will be structured as an amortizing loan with a 35-year term and an interest rate of 3% simple interest. Payments may be

[1] When necessary for tax analysis purposes, the City may consider a *longer* loan term (e.g., 55 years to match the period of affordability).

deferred for the first year following completion of construction. Based upon the City's underwriting evaluation, payments may be based on a longer amortization period with a balloon due at maturity if a project cannot be expected to fully amortize the loan.

B. Reserves Requirements

To preserve the ongoing viability of projects, the City will require the establishment and maintenance of an Operating Reserve Account and a Replacement Reserve Account (collectively, the Reserve Accounts) consistent with then current CDLAC/CTCAC requirements. All Reserve Accounts shall be held in interest-bearing segregated accounts at banks or credit unions fully licensed to do business in the State of California and insured to the maximum limit of either the Federal Deposit Insurance Corporation (FDIC) or the National Credit Union Association (NCUA) as applicable. Any interest earned on the Reserve Accounts shall remain within the Reserve Accounts.

All Reserve Accounts shall remain in place through the restriction period (i.e., 55 years) notwithstanding any change in ownership and in no circumstances may Reserve Account funds be disbursed for "exit taxes" upon any future transfer of limited partner interests.

Owners must report any withdrawal or other use of Reserve Accounts to the City within 10 days, providing information on the conditions leading to the withdrawal and the use of those funds. Initially, the City will not require the Owner to obtain permission prior to making withdrawals from the Reserve Accounts but reserves the right to require Reserve Accounts be established subject to a depositary control agreement such that withdrawals may not be taken without the City's specific authorization to the financial institution (e.g., if the Owner has taken un-approved withdrawals or for other good cause as determined by the City). Owners must also authorize the financial institutions in which reserves are held to provide to the City, when requested, verified statements reflecting account balances and transactions.

- An ***Operating Reserve*** intended to protect against unexpected operating deficits which must be fully funded at or before permanent loan conversion in an amount equal to three (3) months of estimated operating expenses and debt service under stabilized occupancy;
- A ***Replacement Reserve*** intended to fund future capital and rehabilitation needs. For rehabilitation projects an initial capitalized replacement reserve of the greater of i) $1,000 per unit; or ii) the amount determined by a CNA approved by the City must be established as of initial closing. For all projects, ongoing deposits to the replacement reserve of not less than $300 per unit per year must be made beginning no later than the date of permanent loan closing (or a date certain established by the City). Thereafter, annual deposits will be increased at an annual rate of 3.5%. The City also reserves the right to modify reserve requirements during the period of affordability based on periodic CNAs.
- For projects where the City's underwriting anticipates operating deficits during the affordability period, an additional ***Operating Deficit Reserve*** must be capitalized as of the initial closing;
- As may be required based on specific or unique project features, ***additional specialty reserves*** may be required, such as for tenant services, abnormal security costs, etc.

C. Annual Payments & Distributions

Following completion of construction and conversion to permanent financing, the City loan will require annual payments equal to 50% of Surplus Cash.[2]

Surplus Cash will be defined as all rental and other operating income generated by the Project after:

1. Payment of the reasonable and customary operating expenses for such the Project (see Sections 5.B.IV. and 6D):
    a. Property management fee not to exceed 4% of the Project's effective gross income;
    b. Advertising, legal, accounting, security, and other general office administration expenses;
    c. Utilities;
    d. Payroll expenses, benefits, and payroll taxes;
    e. Maintenance, repairs, grounds, pool, and turnover costs;
    f. Property insurance;
    g. Property taxes and assessments;
2. Costs of social service programs offered to residents (as necessary and only as appropriately determined by the City on a case-by-case basis);
3. Cash deposited into Project Reserves (including the Replacement Reserve and/or Operating Reserve) in such amounts as are required by the Project lenders (including the City) and/or tax credit investor (further including a requirement that if drawn, operating reserves must be replenished prior to any distributions of cash flow);
4. Cash deposited into any escrow for property taxes and/or insurance as may be required by any of the Project Lenders;
5. Payment of debt service on other "hard payment" loans approved by the City (including principal, interest, and any applicable mortgage insurance premium);
6. Payment of asset management fees to the tax credit investor limited partner in an amount no greater than $7,500 per annum starting in the first year the Project receives a certificate of occupancy; and
7. Payment of asset management fees to the nonprofit managing general partner or managing member of the owner in an amount no greater than $100 per unit per year with payments starting in the first year the Project receives a certificate of occupancy.

Other than those specifically provided for above, any payments not specified above made to the partners, members, other underlying ownership entities or individuals, and any of their related parties, including but not limited to other or additional asset management fees, incentive fees, performance fees, owner's representative, compliance management, consulting, or oversight fees may only be paid from Surplus Cash remaining after payment on the City AHL Loan.

[2] Surplus Cash is also varyingly referred to as – cash flow, residual cash flow, residual receipts – for purposes of this document, shall generally have the same meaning.

In addition, the City will generally agree to defer annual payments on the AHL Loan until the ***earlier*** of i) 12 years from the date upon which the project is placed in service or ii) the point at which cumulative distributions of Surplus Cash are equal to a project's deferred developer fee as approved by the City as of the final closing and cost certification. In all cases, the deferral period will be determined based on cumulative Surplus Cash distributions ***regardless of how any items described above as payable only from Surplus Cash are characterized within an owner's operating or partnership agreement***. As way of example, insomuch as an owner's partnership agreement requires some or all cash flows to be distributed to the investor for any tax credit adjustors or investor loans not specifically anticipated in the project's financing plan, those distributions will still be counted toward the cumulative Surplus Cash distributions for purposes of any deferral period on the City's loan.

Further, any identity of interest costs (e.g., use of a related party management company, vendor, or the like) included within the Project's annual operating budget must be disclosed and approved by the City as necessary and reasonable.

D. Guarantees

The City will require joint and several corporate guarantees from the underlying individual and corporate owners of the general partner(s), member(s), or other controlling entities of the Owner, and from any other guarantors required by the other financing sources investing in the Project.

Required guarantees will include:

1. A guaranty of project completion and initial funding of reserves;
2. A guaranty of replacement reserve deposits; and
3. A guaranty for full and prompt payment of any loss, damage, liability, action, cause of action, cost, or expense incurred by City as a result of, and to the extent of, i) fraud or material gross misrepresentation, ii) intentional bad faith waste, iii) losses resulting from Owner/Developer's failure to properly maintain insurance, iv) gross misappropriation of any of the rents, security deposits, loan proceeds, insurance proceeds, condemnation awards, or any other proceeds derived from the collateral security; and/or v) unauthorized disbursements of surplus cash.

E. Declaration of Restrictive Covenants

Each AHL-funded project must maintain restrictions and covenants running with the land enforcing City guidelines, as applicable. The Declaration of Restrictive Covenants will be separately recorded and will remain in place for the 55-year period of affordability even if the AHL program loan is prepaid prior to that date. Among other items, the Declaration of Restrictive Covenants will address:

- Restrictions on the transfer of title to the property or underlying ownership interests in the property owner;
- Restrictions on further encumbrances on the Property without the City's prior permission;
- Operational and performance requirements, including maintenance of various reserves, restrictions on the distributions of surplus cash, approval of property management, and insurance expectations;

- Provisions to enforce ongoing requirements for project compliance through the period of affordability, including:
    - The length of the period of affordability;
    - Applicable income and rent restrictions;
    - Property standards to be enforced;
    - Marketing and leasing requirements; and
    - Recordkeeping and reporting requirements.

While the City's AHL program loan(s) will generally be subordinate to conventional debt, the ***AHL Declaration of Restrictive Covenants must be recorded senior to all foreclosable liens*** associated with the project financing, including any loans senior to the City's AHL program loan, and structured to survive any foreclosure by a senior lien. The AHL covenant may be recorded junior to any similar restrictions related to federal funding, LIHTC, or other public funding.

F. AHL Agreement

In addition to any financing documents, owners of AHL-financed projects must sign an AHL Agreement with the City. The Agreement will identify requirements for compliance with City's Rental Housing Program and will remain in effect in the event of any prepayment of the AHL program loan.

4. Underwriting & Subsidy Layering Reviews

A. Project Underwriting Standards

The City anticipates that in most cases, projects seeking AHL funding will be seeking awards of federal LIHTC as administered by CTCAC. In general, for administrative efficiency, the City anticipates using underwriting standards consistent with those adopted by CTCAC. Further, the City expects to align most affordability requirements with those of the LIHTC program (e.g., the definition of and processes for verifying tenant income, the calculation of rent limits, determination of utility allowances, etc.). However, in all cases, the City reserves the right to impose more restrictive underwriting or compliance requirements based upon its assessment of risk within a given project or specific policy goals outlined in these guidelines or within a particular NOFA. Insomuch as an applicant identifies disconnects between any of the specific underwriting, affordability, or other requirements outlined herein, it is their responsibility to discuss those with the City prior to submitting an application and seek any needed clarification.

Market Study. For all AHL project applications the City will require the submission of a professionally prepared market study meeting the ***market study*** requirements of CTCAC. If more than 12 months old at the time of closing, the City may require an updated market study. Proposed rent levels must be supported by the applicant's market study and within applicable regulatory limits.

Developer/Guarantor Financial Capacity. Collectively and on an unduplicated basis, guarantor(s) must demonstrate minimum financial capacity as follows:

- Minimum liquidity (current assets less current liabilities) of at least the greater of $1M or 5% of the total development costs of all pipeline projects (i.e., projects for which initial funding awards have been issued, that are under construction or in lease-up/stabilization, and for which permanent loan conversion has not yet occurred).
- Minimum net worth of the greater of $5M or 10% of the total development costs of all pipeline projects.

All applications must include the three (3) most recent audited annual financial statements and current (less than 90 days) interim financial statements of all developer(s), underlying ownership entities, guarantors, and, in the case of rehabilitation, the project, as applicable, and will be subject to the City's evaluation of fiscal soundness. For entities that are not audited, the City may, in its discretion, accept CPA reviewed financial statements. In the case of individual guarantors, current personal financial statements (less than 90 days) and three (3) years of individual tax returns are required.

Vacancy factor of at least 7% for family (i.e., not age-restricted) developments and at least 5% for senior (i.e., age-restricted) developments, unless the third-party market study indicates a higher vacancy factor is needed. For family projects where substantially all units are supported by project-based rental assistance, a 5% vacancy rate will be permitted.

Inflation factors. In general alignment with CTCAC guidelines, City staff will use a maximum inflation factor of 2.5% for all sources of income and a minimum inflation factor of 3.5% for all operating expenses and reserve deposits.

All AHL Program funded projects must maintain a **Debt Coverage Ratio** ("DCR") of at least 1.15 for at least 20 years on all amortized, must-pay debt. In some cases, for projects with small levels of mortgage debt or where long-term cash flow projections suggest declining annual cash flows, this may require a higher initial DCR but generally not greater than 1.25 for year 1. The City reserves the right, during the affordability period or any extended commitment period, to disapprove or reduce proposed rent increases for projects with actual debt coverage ratios of more than 1.35.

Operating Margin. In addition to considering DCR, the City will review the operating margin (cash flow divided by the sum of operating expenses and replacement reserve deposits). The operating margin must remain at or above 7% for the period of affordability. Like the DCR standards above, if operating margins exceed 10%, the City may require the project to take on additional amortizing debt or, following project completion, may disapprove or reduce proposed rent increases.

Operating Costs. Proposals must include justification of operating costs that includes a comparison to similar projects in the local market. Whenever possible, comparable properties should be operated by the proposed management company. The City may establish minimum annual per unit operating costs as part of a NOFA, generally in alignment with any published CTCAC standard.

Projects must include a **capitalized operating reserve** equal to three (3) months of underwritten operating

expenses, amortizing debt service, and required reserve deposits. If drawn, the operating reserve must be replenished prior to distributions of Surplus Cash. The operating reserve is intended to protect against unplanned operating deficits. If the City's underwriting projections anticipate deficits within the applicable affordability period, a separate **operating deficit reserve** must be capitalized as well.

To substantiate **LIHTC equity pricing**, if applicable, applicants must submit documentation (e.g., a term sheet or LOI) indicating that a syndicator or investor has reviewed the proposal and indicated preliminary pricing along with their interest in the project.

Pre-conversion NOI from project operations prior to the conversion of construction to permanent financing must be shown as a source of income in the applicants proforma using a factor of 75%.

Other Financing. Applicants must provide the amounts and terms for the construction financing, permanent financing, and if applicable, owner equity information**. *Amortizing permanent financing that will be senior to the City's AHL Program loan must have a term of at least 15 years.***

Deferred Developer Fees. It is common for projects to include deferred developer fees as a financing source. The City will generally require:

- That following the initial application to the City:
    - The level of deferred developer fee *may not be reduced* (in nominal dollar terms) unless the City's underwriting determines that the deferred fee cannot be retired within 15 years. In the event City underwriting identifies net cost reductions, increases in other funding sources, or other changes that result in a net reduction of the "gap" needed for the project, the City's AHL Program award will be reduced accordingly;
    - In the case of projects with 9% LIHTC, the gross Developer Fee *may not be increased*; and
    - In the case of projects with 4% LIHTC, any increase in the gross Developer Fee *must be offset with a corresponding increase in the deferred developer fee*;
- That any net savings (or increased funding sources including but not limited to upward adjusters for tax credit equity) at project completion and cost certification will be used in equal parts to reduce the deferred developer fee and the City's permanent loan. In the event savings are sufficient to eliminate the deferred fee in this manner, any remaining net savings will be used to further reduce the City's loan, or in the sole discretion of the City, to increase the operating or replacement reserves; and
- The deferred fee to be structured as an unsecured loan subordinate in priority to the City's lien; and
- Insomuch as payments on the City loan are deferred prior to the retirement of the deferred fee, the deferred fee must ***carry no interest***.

B. Proforma Requirements

Applicants ***must submit an unlocked proforma***, containing all underlying formulas, in a Microsoft Excel

format as a part of their application. The proforma must, at minimum, include:

- An itemized breakdown of units by bedroom size, square footage, income restriction, and both gross and net rent levels (i.e., net rents are those actually charged after adjusting rents for tenant paid utilities);
- Operating cost assumptions should be itemized and show costs on both a total development and per unit basis;
- Total development costs showing breakdowns by those included in LIHTC basis and identifying which specific line items the applicant proposes to use AHL funds towards.
    - In particular, the development costs should separately itemize the hard costs of any stand-alone accessory buildings (including leasing offices, community buildings, laundry facilities, free-standing garages or carports, or maintenance buildings), off-site infrastructure costs, and organizational costs such as partnership or syndication expenses associated with establishing the ownership entity and/or equity investment; FF&E, start-up costs and capitalized reserves.
- For projects using LIHTCs, net tax credit equity projections should be supported by calculations clearly showing eligible basis, any basis boost, actual credit sought (i.e., if limited by the state QAP or competitive factors), and anticipated pricing;
- Construction and stabilization period cash flows, showing the timing of sources and uses prior to conversion to permanent debt, including but not limited to the specific timing of equity installments;
- Projections of unit delivery and lease up estimating the need for any initial lease up reserve (prior to break even operations) and the availability of pre-conversion net operating income available as a development source; and
- At least a 20-year operating projection showing inflation assumptions for all revenues and expenses, including increases in replacement reserve funding, and modeling the distribution of surplus cash/cash flow (e.g., toward deferred fees, payments due the City, and any “waterfall” of distributions anticipated by the operating/partnership agreement).

Failure to provide an adequate proforma may result in increased underwriting costs due from the applicant.

C. City Fees

Any NOFA issued by the City will include an allowance for the City’s costs associated with reviewing the application for funding, underwriting the project, closing the transaction, and monitoring performance during the construction and stabilization period. These may include but are not limited to third-party consulting, legal, or inspection costs and direct staff costs associated with reviewing, processing, and monitoring award of funds to a project. Following the issuance of any preliminary award, applicants will be responsible for all such City costs whether or not the transaction ultimately closes.

D. Cost Limitations

All project costs must be reasonable and necessary whether directly paid with AHL Program funding or another source. The City reserves the right to review any line-item cost to ensure that both itemized and total project costs are not excessive. Additionally, AHL funded projects will be subject to the following specific cost limitations:

- For projects utilizing LIHTC, the maximum developer fee may be calculated pursuant to the QAP. In all cases, however, consultant fees and any interest on predevelopment financing are payable only from proceeds of the developer fee.
- For LIHTC developments, developers shall defer the maximum developer fee allowable under tax law and LIHTC regulations and, insomuch as payments on the City loan are deferred, the deferred developer fee shall bear no interest.
- Maximum allowable builder/general contractor General Requirements, Overhead, and Profit are 6%/2%/6%, respectively. The builder line-item percentages are calculated on the construction contract price which cannot include construction contingency. If change orders use the contingency for construction costs, the same percentages for builder line items apply.
- When there is an identity of interest between the developer/owner and the builder/general contractor, in addition to the fee limits stated above, the combined balance of developer fee, general requirements, overhead, and profit may not exceed 20% of the total development cost less reserves and start-up costs and the developer fee, general requirements, overhead, and profit themselves.[3]
- Generally, Architectural, including Engineering fees, may not exceed 7% of total project hard costs (excluding builder's fee line items) unless the City has approved a larger fee (e.g., in response to specific project characteristics such as a requirement for historic rehabilitation or unusual site conditions requiring additional engineering).
- Acquisition costs may not exceed the lesser of the appraised value of a property, the purchase price negotiated with an arms-length seller, or the cost basis of an identity of interest seller.

E. Other Public Funding Sources

Owners must disclose all other commitments for funding with the initial AHL Program application to the City at the time of application and upon receiving any additional commitments of funding. Using its underwriting criteria, the City will assess the project and may require changes to the transaction to ensure that cash flows to the owner/developer are not excessive. Changes may include reductions of the AHL Program award, reductions in the rents being charged to tenants, requirements that excess cash flow is deposited to project reserves, or increased annual payments due on the AHL Program loan.

The City may consider adjusting its underwriting in consultation with other funders to the project. However, the City retains, at its sole discretion, the right to determine whether to accept alternative

[3] Generally, the City considers there to be an identity of interest concern when the owner or developer is an affiliate of, or related party to, the builder/general contractor.

standards.

5. Project Funding Requirements

A. Eligibility Criteria

I. Eligible Applicants

Applications are accepted from non-profit and for-profit housing corporations, joint ventures, limited liability companies, and partnerships. In general, applicants must have previous experience owning affordable housing projects or partner with an entity that does have the required experience.

II. Project Location

Projects must be located in the City of Folsom. The City will encourage sites not adjacent to existing regulated affordable housing. In addition, preference may be considered for development of sites identified as being appropriate for affordable housing in the Housing Element, or developments that meet specific needs outlined in a given NOFA.

III. Project Types

Funds will be provided for acquisition, new construction, and rehabilitation of multifamily residential rental projects. While the City will entertain any proposals meeting its criteria (e.g., small-scale and/or transitional housing projects), in practice most projects will also require other public investment to be economically feasible (i.e., large-scale multifamily projects with LIHTC). Within a given NOFA, the City may include scoring preferences for projects meeting certain criteria (e.g., senior, large family units, deep income targeting, special needs housing, etc.).

IV. Funding Parameters

Typically, the City will also establish a maximum cap on its investment in a single development. Such a limit will be based on the availability of funding and other City priorities and will be addressed in any NOFA issued by the City.

B. Eligible Costs

I. General

Subject to any other limitations based on state law, the City will allow AHL funds to be used for any project cost otherwise included in the City-approved project budget. In all cases, any specific cost funded by the City as well as all project costs must be reasonable and properly allocable to the project.

II. City Project-Related Soft Costs and ongoing Monitoring Fee

The City will include, as project costs, its internal soft costs specifically attributable to an AHL funded project. These may include consulting, legal, inspection, and staff costs associated with reviewing, processing, and overseeing the award of funds to the project. Within any NOFA., the City will provide a

budget allowance for “City Due Diligence & Legal Costs” to be included in the project’s total development costs.

III. Cost Reasonableness

All project costs must be reasonable, whether or not paid directly with AHL funds. The City will review all project costs, including hard and soft costs, to evaluate their reasonableness and may, at its option, require applicants to obtain additional quotes, bids, or estimates of costs.

Acquisition costs must be supported by an independent appraisal of the property. Appraisals must be completed by an MAI certified appraiser, licensed to do business in California. The appraisal must meet USPAP standards. Acquisition costs exceeding the appraised value of the property will be ineligible for AHL funding. When a project’s sources include HUD funding, appraisal methodologies required by federal authorities, insomuch as they are more proscriptive, will apply.

In general, to avoid unnecessary duplication and for administrative ease, the City anticipates relying on various third-party reports (including appraisals and A&E plan and cost reviews) ordered by or certified to other sources of project financing. In all cases, however, the City reserves the right to require an applicant, at its own cost, to provide third-party reports separately from those obtained by or for other financing sources and/or specifically certified to the City. These may include but are not necessarily limited to market studies, appraisals, environmental reports, and/or plan and cost reviews.

Insomuch as it may use third-party reports initially prepared for other project funders, the City or its representatives must be provided reasonable time to review the information, analysis and conclusions therein and, as necessary, permitted access to the professionals preparing such reports. In addition, the City’s staff, or its agents, must be allowed access to the property as necessary to evaluate the cost projections associated with a project’s plans and specifications. Applications may be determined ineligible if access is not granted or costs are determined to be unreasonable.

IV. Identity of Interest

Applicants must disclose any identity of interest situations that may occur when contracting with related parties during either the development (e.g., related-party general contractor) or ongoing operation (e.g., affiliated property management company) of the project. This includes any identity of interest with the seller of the property. The City must approve the use of any identity of interest contractor, service provider, supplier, or vender and reserves the right to withdraw approval for cause upon notice to the owner.

C. Property Standards

To meet AHL program and City goals, all projects must meet certain physical standards intended to provide quality affordable housing that is durable and energy efficient.

- Construction must meet all applicable local building and fire codes (including related electrical,

mechanical, and plumbing codes).

- If not otherwise required by another funding source, notwithstanding the AHL is not federally funded, the City will require that all projects meet the federal standards associated with Section 504 and the associated Uniform Federal Accessibility Standards ("UFAS") requirements. New construction or substantial rehabilitation projects with five or more total units must provide 5% of the project's units (but not less than one) for physically disabled occupants and another 2% of units (but not less than one) designed to be accessible to those with visual or hearing impairments.
- "Covered multifamily dwellings," as defined at 24 CFR 100.201, must also meet the design and construction requirements required by the Fair Housing Act as outlined in 24 CFR 100.205.

D. Unit Allocation

In the case of mixed-income projects that include a market rate component, in no case may the sum of the City's funding, along with other public funding such as that from HOME, CDBG, the national Housing Trust Fund ("HTF"), etc. exceed the project's "applicable fraction" for purposes of LIHTC.

In general, the City expects to provide additional consideration to projects that provide a higher percentage of deeply income-targeted units.

E. Income and Rent Restrictions

Affordable units in City-assisted projects will be income and rent restricted in the same manner as units designated as LIHTC units. A specific matrix of income restrictions defined by the percentage of AMI will be applied, with units at or below 80% AMI being counted as "affordable." When combined with other federal funding sources, the City may consider alternative definitions of income and rent limits for the purpose of aligning restrictions to another public source.

In general, the City expects to defer to annual approvals of rent schedules and utility allowances to other public funders or oversight agencies, especially CTCAC. Owners will be expected to provide copies to the City concurrently with required submissions to any other oversight agency. Owners must also provide copies of approvals received from other public oversight agencies. The City reserves the right, as necessary (for example, following any determination that an owner has failed to comply with City requirements) to require affirmative City approvals of rent and/or utility schedules.

I. Income Limits

Income limits will be set based upon HUD-published Multifamily Tax Subsidy Program ("MTSP") limits. The MTSP limits establish income limits for LIHTC and form the basis of the rent limits. They are updated annually, and projects will be required to always use the most current limits published by HUD.

II. Rent Limits

Consistent with LIHTC requirements, rents on affordable units may not exceed 30% of the monthly income of a household at the identified income level, using HUD's methodology that assumes one and one-half

persons per bedroom (except for efficiency units which are based on a one-person household).

For all AHL funded projects, the owner (or property management agent) must submit the project's rent schedule on an annual basis, including utility allowances and any tenant fees as described in the sections below. In most cases, the City anticipates deferring to annual rent approvals by other public funders (e.g., CTCAC, CDLAC).

III. Utility Allowances

Rent limits are ***gross*** rent limits. The actual rent collected from a tenant must be adjusted considering an allowance for tenant paid utilities. The City encourages the use of project-specific methods of determining the utility allowance, but any method allowed by the LIHTC program may be used by the owner. The City anticipates deferring to annual approvals of the UA by other public funders (e.g., CTCAC, CDLAC).

IV. Prohibition on Certain Fees to Tenants

AHL program participants (i.e., owners) may not charge mandatory fees in addition to rent. Specifically, rental project owners may not charge tenants fees that are not customarily charged to tenants of rental housing (e.g., laundry room access fees). However, owners may charge fees approved by the City or other public funders for the following:

- Reasonable application fees to prospective tenants;[4]
- Fees or penalties related to the late payment of rent, non-sufficient funds or returned checks, or the like provided such fees are determined by the City to be customary for rental housing projects in the area and not excessive;
- Parking fees to tenants only if such fees are determined by the City, in its sole discretion, to be customary for rental housing projects in the neighborhood (that it is common for even market rate projects not to provide a parking space for each unit); and
- Fees for optional services such as supportive services for special needs tenants or general services such as bus transportation or meals, as long as the services are voluntary and fees are charged only for services provided.

IV. Income Verification

For purposes of income restrictions, projects shall use the definition of "annual income" from 24 CFR 5.609 for determining income eligibility. Prior to signing a lease, income must be verified for all new tenants with documentation otherwise acceptable under LIHTC requirements. On an annual basis thereafter, income of renewing tenants must be re-evaluated as required by the LIHTC program.

V. Rent Adjustments

HUD publishes MTSP Income Limits on an annual basis. Unless shorter notice is required (but not if shorter

[4] "Nominal" application fees only for the purpose of discouraging frivolous applications. Application fees are not intended to cover the cost of processing an application and should not be set with that in mind.

notice is merely permitted), the rent for in-place tenants may only be increased with lease renewal and upon no less than 60 days' written notice to renewing tenants. Further, except for tenants whose incomes have increased beyond the applicable income limit for their unit, the year-on-year increase in rent for any renewing tenant may not exceed 5%, absent specific prior approval from the City.

For tenants whose incomes have increased beyond 80% AMI, the City will expect owners to take steps to replace those units with the next available market rate unit in the project (if any) while limiting any rent increase to the over-income tenant to a maximum of 30% of that tenant's household income.

F. Environmental Requirements

In general, the City expects that all projects will fully comply with the requirements of the California Environmental Quality Act ("CEQA"). Applicants must provide a Phase I Environmental Assessment to the City along with any further assessments, testing, or other environmental reports. Insomuch as environmental concerns are identified, they must be mitigated to the City's satisfaction in order to receive AHL program funding. This may include various clean-up activities or specific design or construction elements to protect occupants (e.g., vapor barriers and/or air exchange systems). If the City determines that a given site's environmental risks cannot be adequately mitigated, it may rescind any preliminary award of AHL program funding. Additionally, the City will not fund any project in a 100-year flood zone.

G. Other Requirements

I. Nondiscrimination and Equal Opportunity

In addition to being the law, it is the City's policy that all projects comply with all applicable fair housing and equal opportunity statutes, laws, ordinances, and/or regulations, including but not limited to:

- The requirements of the Fair Housing Act (42 U.S.C. 3601-20) including prohibitions against discrimination or disparate treatment on the basis of race, color, religion, national origin, sex (including sexual orientation and gender identity), disability, and familial status and applicable California statutes which prohibit discrimination on the basis of marital status, military/veteran status, political affiliation, and status as victim of domestic violence, sexual assault, or stalking;

- The prohibition against discrimination on the basis of age under the Age Discrimination Act of 1975 (42 U.S.C. 6101-07) and implementing Regulations at 24 CFR Part 146; and

- The requirements that owners make reasonable accommodations in order to afford a person with a disability equal opportunity to lease and occupy a unit in the project as required by the California Fair Employment and Housing Act (FEHA) or, as may be applicable, Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794).

II. Relocation and Displacement

In general, the City discourages projects that will result in the permanent displacement of existing tenants. Insomuch as a project will result in the temporary or permanent relocation of existing tenants, applicants

will be expected to provide benefits which are substantially similar to those provided under the federal Uniform Relocation Act ("URA") to federally funded projects even if the project is not, due to another source, already specifically subject to these requirements.

III. Prevailing Wages

In general, the City does not expect the receipt of an AHL program loan to require the payment of prevailing wages. However, applicants are responsible for carefully assessing whether other project funding sources require compliance with federal (e.g., Davis-Bacon) or state prevailing wage or related labor standards compliance.

IV. Excluded Parties

The City will not fund projects owned, developed, or otherwise sponsored by any individual, corporation, or other entity that is suspended, debarred, or otherwise precluded from receiving federal or state awards. Nor may the owner contract with any other entity (including but not limited to builders/general contractors, property management companies, or other members of the development team) that are suspended, debarred, or otherwise so precluded. Similarly, the general contractor will be required to determine that subcontractors are not so precluded.

The System for Award Management ("SAM") database should be used by applicants to confirm that development team members are not excluded. The SAM database is available at www.sam.gov.

6. Ongoing Project Requirements

At all times during the term of the AHL program loan or for an affordability period of 55 years, whichever is longer, AHL projects are subject to ongoing monitoring activities to be coordinated by the City and/or any third-party designee assigned by the City, in the City's sole discretion. During such time, the project must continue to comply with applicable income and rent restrictions, be maintained in compliance with all applicable federal, state, or local codes or regulations related to the physical condition of the property and otherwise meet performance requirements outlined in the project's AHL Agreement with the City (including any other financing documents or regulatory or use restrictions).

A. Marketing and Leasing

The owner/developer must establish a written tenant selection plan outlining any criteria other than income that tenants must meet to be approved for residency as well as any preferences or limitations that will be used to select applicants from the project's waiting list. Owners may not reject an applicant based on that household's receipt of a Housing Choice Voucher or other similar form of publicly funded tenant-based rental assistance. The City requires that the owner (or owner's agent) provide written notification to any rejected applicant of the reason for their rejection.

Leases between the tenant and owner shall be for one year, unless by mutual agreement between the tenant and the owner.

B. Reporting and Recordkeeping

To allow effective oversight of funded projects and document compliance with applicable AHL program requirements, all projects must submit periodic reports to the City. In most cases the City expects to accept reports made in the format required by and submitted to other public funders or oversight agencies (e.g., CTCAC). However, the City reserves the right to require additional reporting or to alter the reporting format or frequency based on future changes to City policy. Additionally, the City reserves the right to require additional or more frequent reporting for projects with compliance deficiencies. In general, reports will be accepted via email.

- Owners may be required to report quarterly during the development phase and lease-up phase. Quarterly reports will be due on the 15th of the month following the end of the prior quarter (e.g., by April 15th reports on the first quarter are due).
- Owners must submit any annual reports due to other public oversight agencies (e.g., CTCAC, the housing authority, etc.) to the City. In most cases the City expects such reports will be adequate for its purposes, but upon request by the City owners are required to provide any additional performance information the City may reasonably require. By way of illustration, this may include occupancy reports (showing turnover and management of the unit mix), current rent roles, utility allowance documentation, and examples of marketing materials.
- All AHL funded projects are required to submit annual operating budgets to the City including comparisons against trailing 12-month budget and actuals. Additionally, all projects will be required to submit an audit prepared by an independent Certified Public Accountant within 180 days of the end of its fiscal year. For small-scale projects (generally defined to be projects with fewer than 20 total units not involving LIHTC) where the cost of a project-specific audit is deemed by the City to be burdensome, the City may accept a statement of financial condition with prior approval by the City's Finance Director.
- Within 10 days of receipt, owners must submit to the City copies of any monitoring reports, findings, 8823s, inspection reports or deficiency notices, or other similar documents issued by other public oversight authorities including but not limited to CTCAC or any other similar state agency; the provider of any HOME, HTF, or federal financing; and the Sacramento Housing and Redevelopment Agency (including as the provider of either project or tenant based vouchers or other financing).

In all cases, the City may require additional and/or more frequent reporting due to concerns identified whether from reports submitted to the City or otherwise (e.g., from public complaints, media, information from other public agencies or City departments, etc.).

Owners shall allow the City, all other pertinent federal or state agencies, or their designated representatives the right to inspect records and property.

C. Capital Needs Assessment

The City may periodically require owners to obtain a capital needs assessment ("CNA" – sometimes also

referred to as a physical needs assessment "PNA") prepared by an independent third-party architect, engineer, or other qualified firm approved by the City. Such CNAs shall be used for the purposes of determining the adequacy of the Replacement Reserve, considering its existing balance, planned deposits, and anticipated future capital replacement costs for the project.

If the CNA indicates the Replacement Reserve is not sufficient to address anticipated capital costs during the period of affordability, the owner must, at the City's option, either make an additional deposit or increase its annual deposits sufficient to meet any underfunding. If an additional deposit is required by the City, the owner (or the guarantors) must replenish the Replacement Reserve Account within six months.

In general, the City anticipates requiring a CNA eight (8) years after a project has been placed in service and every fifth (5th) year thereafter. However, the City reserves the right, for cause, to require an additional CNA outside of this general cycle (e.g., following significant damage due to a casualty event, if components are regularly failing prior to their expected useful life, etc.).

D. Conflicts of Interest and Identities of Interest

To maintain a high standard of accountability to the public, conflicts of interest and perceived conflicts of interest must be avoided.

- Developers and owners with employees, family members, consultants, or agents that are otherwise eligible to occupy AHL-funded units must receive approval from the City before entering into a lease with AHL eligible employees, family members, consultants, or agents.
- As noted earlier, all identity of interest relationships with contractors, service providers, suppliers, or venders must be disclosed to and approved by the City.

7. Construction Process

A. City Construction Inspections

In addition to any City inspections related to a project's building or other related permits, Owners will be required to provide copies of consolidated monthly draw requests, including supporting documentation, showing the sources and uses of funds during the construction period. Owner must provide reasonable notice of any scheduled draw inspections during the construction period. Even when not disbursing toward a specific draw, the City will have the right to participate in all draw reviews and conduct inspections to ensure that the project is progressing and that work completed is consistent with all applicable AHL Program requirements.

B. Drawing Funds

The City's AHL Program loan is intended as construction and/or permanent financing. Proceeds of the AHL Program loan will only be released as reimbursement for eligible project costs.

I. Conditions of Final Disbursement

In addition to the requirements set forth above, the City will hold back ten percent 10% of the AHL proceeds until completion of the Project, including all landscape requirements and offsite utilities and streets and correction of defects in workmanship and/or materials and the following:

- A certificate of occupancy, if applicable, or a final approved construction report from the City's Community Development Department for the Project.
- Evidence satisfactory to the City that the Project has been completed lien free and substantially in accordance with the plans and specifications.
- Review and acceptance of the cost certification.
- Such other supporting evidence as may be requested by the City or its agent to substantiate all payments which are to be made out of the final disbursement and/or to substantiate all payments then made with respect to the Project.
- A lease-up report showing the demographics of tenants at initial lease up.
- Achievement of stabilized occupancy and conversion to permanent financing.

II. Limitations on Draw Requests

Within any NOFA, the City may specify the draw schedule in the form of controlled disbursements. A typical disbursement schedule may include the following milestones:

1. 40% upon the close of construction financing.
2. 30% upon certification by the City's Building Official that framing inspections for all buildings are complete.
3. 20% upon issuance of final Certificates of Occupancy for all buildings.
4. 10% upon satisfaction that all required documentation for final disbursement has been submitted and approved.

8. Monitoring During Affordability Period

As noted in Sections 5 and 6, the City generally expects to align its compliance monitoring practices to those of other project funders (i.e., CTCAC or CDLAC). Following project closeout, the City and/or any third-party designee assigned by the City, in the City's sole discretion, may monitor the project for ongoing compliance with AHL program requirements, including but not limited to income and rent restrictions, property standards, tenant protections, and marketing and fair housing requirements. In addition to periodic reporting outlined herein, the City and/or any third-party designee will conduct on-site monitoring visits. The purpose of these visits will include, at minimum, reviews of project records and inspection of the premises including common areas and residential units.

In most cases, the City may conduct such reviews annually. However, the City reserves the right to conduct any reviews or site visits more or less frequently based on changes to City policy or based on evidence of compliance deficiencies.

9. Exceptions

The City reserves all rights to make exceptions to the Guidelines and/or deny any affordable housing loan request if doing so would further the purpose and intent of the City's Affordable Housing Loan Program.

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