Agenda

City Council Regular Meeting

Folsom City Hall | City Council Chambers, First Floor

50 Natoma Street, Folsom, CA 95630

January 27, 2026, 6:30 PM

Welcome to Your City Council Meeting

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

Participation

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

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

Reasonable Accommodations

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

How to Watch

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

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

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

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

Tuesday, January 27, 2026 6:30 PM

Justin Raithel, Mayor

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

AGENDA

CALL TO ORDER

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

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

PLEDGE OF ALLEGIANCE

AGENDA UPDATE

BUSINESS FROM THE FLOOR:

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

SCHEDULED PRESENTATIONS:

1. Recognition of 2025 Folsom Holiday Lights Contest Winners
2. Presentation from the Folsom Auburn Trail Riders Action Coalition (FATRAC) on the Public-Private Partnership Supporting the Rebuild of the Folsom Bike Park
3. Presentation from the Folsom Police Department Regarding E-Bikes in Our City: Current Status and Future Direction

CONSENT CALENDAR:

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

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

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

PUBLIC HEARING:

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

NEW BUSINESS:

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

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

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

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.

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

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

Folsom City Council
Staff Report

MEETING DATE:	1/27/2026
AGENDA SECTION:	Scheduled Presentations
ITEM TITLE:	Recognition of 2025 Folsom Holiday Lights Contest Winners
FROM:	City Manager's Office

RECOMMENDATION / CITY COUNCIL ACTION
The Folsom City Council will recognize the winners of the 2025 Holiday Lights Contest.

BACKGROUND / ISSUE
The City of Folsom hosted the citywide Folsom Holiday Lights Contest in December 2025.

The City received 62 entries in five different categories. All participating homes and businesses were featured on the city website for community members to tour the displays.

The entries were judged by Folsom City Councilmembers. Winners received a commemorative sign from the City and were recognized in the City e-newsletter and on city social media pages. The City of Folsom partnered with local news and media website Folsom Times, which helped promote the contest and provided each winner with prizes from local businesses.

2025 Folsom Holiday Lights Contest winners:

- Holly Jolly Residence – Best overall residence: 488 Rockport Circle
- Clark Griswold – Best use of holiday lights (residential): 275 Thorndike Way
- Hollywood Christmas – Best use of theme and/or fictional characters (residential): 316 Turn Pike Drive
- Merry and Bright Business – Festive commercial business display: Sutter Street
- Illuminate the Block – Best multi-house display: Ledgemont Court

Submitted,

Christine Brainerd, Communications Director

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	1/27/2026
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Presentation from the Folsom Auburn Trail Riders Action Coalition (FATRAC) on the Public-Private Partnership Supporting the Rebuild of the Folsom Bike Park
FROM:	Parks and Recreation Department

BACKGROUND / ISSUE

The Folsom Auburn Trail Riders Action Coalition (FATRAC) will give the background on the public-private partnership supporting the revitalization of the Folsom Bike Park.

The presentation will be delivered by Jamison Larson, Sr. Management Analyst and Deborah Young, Executive Director - FATRAC.

RECOMMENDATION / CITY COUNCIL ACTION

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

Submitted,

Kelly Gonzalez, Parks & Recreation Director

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	1/27/2026
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Presentation from the Folsom Police Department Regarding E-Bikes in Our City: Current Status and Future Direction
FROM:	Police Department

BACKGROUND / ISSUE

The City of Folsom, like many surrounding jurisdictions, has experienced a notable increase in the use of electric bicycles (E-bikes) and e-scooters, particularly by juveniles. In some instances, these electric vehicles have been operated unsafely causing traffic safety concerns. The Folsom Police Department has worked in collaboration with the Folsom Cordova School District to conduct education at the middle schools and has also conducted enforcement within the community. Staff will provide an overview and update on the most recent data, law, and enforcement and education strategies.

The presentation will be delivered by Chief Adam Green.

RECOMMENDATION / CITY COUNCIL ACTION

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

Submitted,

Adam Green, Chief of Police

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

City Council Special Meeting

MINUTES

Tuesday, January 13, 2026 6:00 PM

CALL TO ORDER

The special City Council meeting was called to order at 6:00 pm with Mayor Raithel presiding.

ROLL CALL:

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

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Legal Counsel - Existing Litigation - Pursuant to Government Code Section 54956.9(d)(1): Homer Limon v. City of Folsom, Sacramento County Superior Court Case No. 24-CH000958

2. Conference with Real Property Negotiator - Pursuant to Government Code Section 54956.8: Purchase and Sale of Real Properties Located Along Sutter and Leidesdorff Streets (APN 070-0042- 003, APN 070-0046-026, APN 070-0046-024 1108 Sutter Street, and 070-0042-002 1118 Sutter Street). Negotiating Parties: City Manager Bryan Whitemyer on Behalf of the City of Folsom, and Brian Martell and Moe Hirani. Under Negotiation: Price and Terms of Sale

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

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

RECONVENE

City Attorney Steven Wang announced that the City Council approved the settlement in the matter of Homer Limon v. City of Folsom.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 6:31 pm.

SUBMITTED BY:

_____
Christa Freemantle, City Clerk

ATTEST:

_____
Justin Raithel, Mayor

City Council Regular Meeting

MINUTES

Tuesday, January 13, 2026 6:30 PM

CALL TO ORDER

The regular City Council meeting was called to order at 6:31 pm with Mayor Raithel presiding.

ROLL CALL:

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

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:

1. Amanat Dhaliwal and Anushka Jasti

SCHEDULED PRESENTATIONS:

1. Presentation Regarding the Leadership Folsom Project - Folsom Zoo Sanctuary Monument Sign

Folsom Leadership Class representatives Erik Bagley and Laura Tinti made a presentation.

2. Presentation Regarding the Final Report for the Folsom Water Vision

Utilities Director Marcus Yasutake made a presentation.

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 December 4, 2025 City Council Special Meeting Minutes

4. Approval of the December 9, 2025 City Council Special Meeting Minutes

5. Ordinance No. 1359 – An Ordinance of the City of Folsom Amending Certain Sections of Chapter 17.104 (Inclusionary Housing) of the Folsom Municipal Code to Update the Methodology for Calculating In-lieu Fees Applicable to Residential Development, and to Incorporate Non-Substantive Cleanup Revisions for Clarity and Consistency (Second Reading and Adoption)

6. Updating Appointment of City Council Representatives to Regional Boards/Commissions

7. Resolution No. 11529 - A Resolution Authorizing the City Manager to Execute an Additional Non-Exclusive Agreement with an Approved Licensed Contractor to Implement the Sacramento Housing and Redevelopment Agency Inter-Agency Contract for the Seniors Helping Seniors Home Repair Program, Utilizing the $200,000 Allocation from the Community Development Block Grant Fund (Fund 201)

8. Pulled for discussion

9. Resolution No. 11531 - A Resolution Setting Aside the Approval and CEQA Determination for the 603 Sutter Street Mixed Use Project (PN-17-145) and All Associated Approvals

10. Resolution No. 11532 – A Resolution Authorizing the City Manager to Execute an Agreement with Pur Water LLC for $971,500 from the Water Operating Fund (Fund 520) for the Supply of Sodium Hypochlorite for the Water Treatment Plant and $153,120 from the General Fund (Fund 010) for the Supply of Sodium Hypochlorite for the Steve Miklos Aquatic Center

11. Resolution No. 11534 - A Resolution Authorizing the City Manager to Amend the FY2025-26 Budget with an Additional Appropriation for Development Engineering Services Contracts in the Amount of $850,000 in the General Fund (Fund 010)

12. Resolution No. 11535- A Resolution Authorizing the City Manager to Amend the FY 2025-26 Budget with an Additional Appropriation for Building Services Contracts in the Amount of $435,000 in the General Fund (Fund 010)

13. Resolution No. 11536- A Resolution Authorizing the City Manager to Execute a Construction Contract with M&M Electric in the amount of $87,371 for the Flashing Yellow Arrow Trial Project, Project No. PW2604, from the Transportation Improvement Fund (Fund 446), and Appropriation of Funds in the amount of $136,111

Motion by Councilmember Aquino, second by Councilmember Kozlowski to approve Item Nos. 3-7 and 9-13 of the Consent Calendar. Motion passed by the following roll-call vote:

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

ABSENT: None
ABSTAIN: None

PULLED FOR DISCUSSION:

8. Resolution No. 11530 – A Resolution Authorizing the City Manager to Execute a Contract with The Permanente Medical Group, Inc. (TPMG) to Provide the Folsom Fire Department a Medical Director

City Manager Bryan Whitemyer pulled this item to recommend modifying the agreement from three years to one year. Interim Fire Chief Jason Solak and City Manager Bryan Whitemyer responded to questions from the City Council.

Motion by Mayor Raithel, second by Councilmember Aquino to amend and approve Resolution No. 11530 to modify the agreement term to one year. Motion passed by the following roll-call vote:

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

NEW BUSINESS:

14. Resolution No. 11510 – A Resolution of the City Council Establishing Inclusionary Housing In-lieu Fee Amounts for For-sale Residential Development

Community Development Planning Manager Desmond Parrington made a presentation and responded to questions from the City Council. Housing Manager Stephanie Henry added additional information.

Motion by Mayor Raithel, second by Councilmember Aquino to approve Resolution No. 11510 [with the modification to the fee amount of zero dollars for 1,700 square feet].

The City Council discussed the proposed motion.

Amended motion by Mayor Raithel, second by Councilmember Aquino to amend and approve Resolution No. 11510 [with the modification to the fee amount of zero dollars for 1,500 square feet]. Motion passed by the following roll-call vote:

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

OLD BUSINESS

15. Castle Park - Play Structure Replacement Project:

i. Resolution No. 11537– A Resolution Authorizing the City Manager to Execute a Construction Agreement with Granite Construction, Inc. for Concrete Pavement Work for the Castle Park - Play Structure Replacement Project (PK2501) for a Not to Exceed

Amount of $72,356 and Appropriation of Measure A Funds (Fund 276) in the Amount of $79,592 Including 10% Contingency

ii. Resolution No. 11538– A Resolution Authorizing the City Manager to Execute a Construction Agreement with KYA for Site Work for the Castle Park - Play Structure Replacement Project (PK2501) For a Not to Exceed Amount of $308,309 from the Parks and Recreation Equipment and Capital Fund (Fund 609) in the Amount of $257,755, and Appropriation of Measure A Funds (Fund 276) in the Amount of $55,609 for a Total Budgeted Amount of $313,364 Including a 10% Contingency for the Measure A Portion

Parks and Recreation Park Planner Hannah Perez made a presentation and responded to questions from the City Council.

Motion by Vice Mayor Rohrbough, second by Councilmember Leary to approve Resolution No. 11537. Motion passed by the following roll-call vote:

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

Motion by Vice Mayor Rohrbough, second by Councilmember Kozlowski to approve Resolution No. 11538. Motion passed by the following roll-call vote:

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

16. Resolution No. 11528– A Resolution Amending Resolution No. 11525 and Appointing Members to the 2026 Ad Hoc Charter Review Committee

City Manager Bryan Whitemyer presented information to the City Council.

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve Resolution No. 11528 and appoint Vice Mayor Rohrbough to serve as the City Council representative to the Ad Hoc Committee. Motion passed by the following roll-call vote:

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

17. Public Meeting Related to Proposal to Modify the Folsom Tourism Business Improvement District

Bryan Whitemyer made a presentation and responded to questions from the City Council.

The following speakers spoke under this item:

1. Eileen Reynolds
2. Joe Gagliardi
3. Jim Snook
4. Dean Williams

Chief Financial Officer Stacey Tamagni provided additional information to the City Council.

CITY MANAGER REPORTS

City Manager Bryan Whitemyer spoke about the Intel Folsom campus, the Public Safety Volunteers application deadline and recognized the CERT team that was in attendance. He also spoke about the upcoming community outreach meetings for the Natoma Station Landscaping and Lighting District.

COUNCIL COMMENTS

Councilmember Kozlowski reminded everyone to drive safely.

Vice Mayor Rohrbough sent her condolences to Tom Pactol's family and expressed gratitude for his service and contributions to the city.

Councilmember Leary thanked The Friends of Folsom Parkway for their volunteer work in the Natoma Station area and the staff for their support. She also thanked Communication Director Christine Brainerd for her work.

Councilmember Aquino spoke about hosting an exchange student from Pieve del Grappa, Italy and sent her condolences to Tom Pactol's wife, Monica and family.

Mayor Raithel thanked Tom Pactol's wife, Monica, his family, and the CERT friends in attendance and expressed his condolences. He spoke about Tom's life and invited the public to donate to the two Folsom Lake College scholarships that were established in his name.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned in memory of Tom Pactol at 8:59 p.m.

SUBMITTED BY:

_____
Christa Freemantle, City Clerk

ATTEST:

_____
Justin Raithel, Mayor

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	1/27/2026
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11541 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 2C Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 2C Subdivision
FROM:	Public Works Department

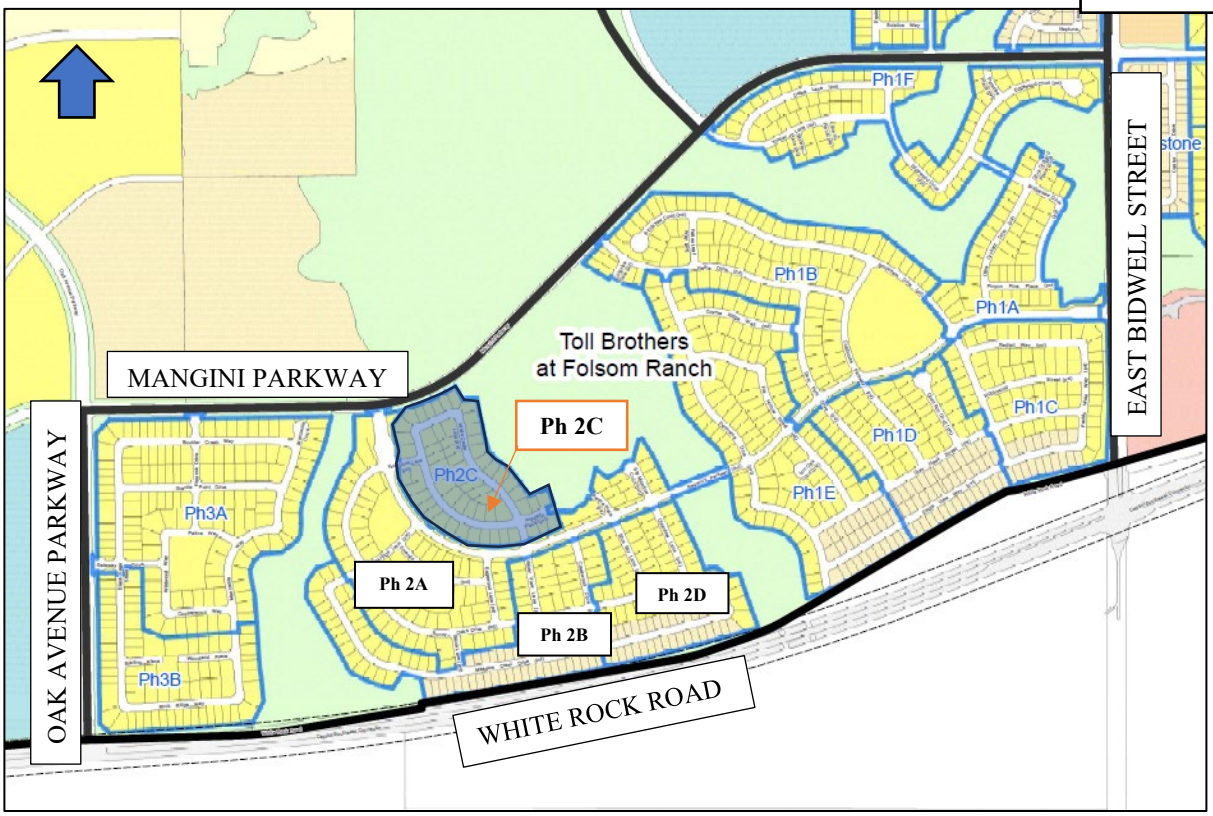
RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11541 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 2C Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 2C Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Toll Brothers at Folsom Ranch Phase 2C Subdivision was approved by the City Council per Resolution No. 10780 on January 11, 2022, as part of the larger Phase 2 vesting tentative map.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Toll Brothers at Folsom Ranch Phase 2C Subdivision. The Final Map for the Toll Brothers at Folsom Ranch Phase 2C Subdivision will create a total of 61 single-family high density (SFHD) residential lots. With the approval of the Final Map, the subdivision process for this phase will be complete.



The Toll Brothers at Folsom Ranch Phase 2C Subdivision is located on the north side of White Rock Road, east of Oak Avenue Parkway, south of Mangini Parkway in the Folsom Plan Area (FPA) (please see above).

POLICY / RULE

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

ANALYSIS

The Final Map and conditions of approval for the Toll Brothers at Folsom Ranch Phase 2C Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attachment 5 includes the conditions of approval for the Toll Brothers at Folsom Ranch Phase 2 Vesting Tentative Subdivision Map, which included the subphases of 2A, 2B, 2C, and 2D. As an update on progress with the Phase 2 entitlements and project, City Council has approved all final maps with the exception of Phase 2C, making this the last map of this phase to be considered for approval. The table includes information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is

responsible for verifying that it has been satisfied, and comments or an explanation on how the condition was satisfied. This subdivision is consistent with the Folsom Plan Area Specific Plan (FPASP) in regards to zoning and unit count.

ENVIRONMENTAL REVIEW

An Addendum to the Folsom Plan Area Specific Plan EIR/EIS was previously adopted by the City Council on March 10, 2020, for the Toll Brothers at Folsom Ranch project in accordance with the California Environmental Quality Act (CEQA). The applicant prepared an environmental memorandum for the Toll Brothers at Folsom Ranch Phase 2 Subdivision project that demonstrates that no new or substantially more adverse impacts would occur through implementation of the proposed project. As a result, no new environmental document is required, consistent with State CEQA Guidelines Section 15162(b).

ATTACHMENTS

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

2. Toll Brothers at Folsom Ranch Phase 2C Subdivision Improvement Agreement

3. Toll Brothers at Folsom Ranch Phase 2C Subdivision Final Map

4. Toll Brothers at Folsom Ranch Phase 2C Vesting Tentative Subdivision Map

5. Table of Conditions of Approval for the Toll Brothers at Folsom Ranch Phase 2C Vesting Tentative Subdivision Map

Submitted,

_____

Rebecca Neves, PUBLIC WORKS DIRECTOR/CITY ENGINEER

ATTACHMENT 1

A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 2C Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 2C Subdivision

RESOLUTION NO. 11541

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2C SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2C SUBDIVISION

WHEREAS, the Final Map for the Toll Brothers at Folsom Ranch Phase 2C Subdivision has been reviewed and approved by the City Engineer and City Surveyor as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and

WHEREAS, the City Council has reviewed the Final Map for the Toll Brothers at Folsom Ranch Phase 2C subdivision; and

WHEREAS, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Toll Brothers at Folsom Ranch Phase 2C subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Toll Brothers at Folsom Ranch Phase 2C subdivision is hereby approved.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Toll West, Inc. which will do business in California as Toll Brothers West, Inc., in a form acceptable to the City Attorney and accept the offers of dedication for the Toll Brothers at Folsom Ranch Phase 2C subdivision.

PASSED AND ADOPTED this 27th day of January, 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

ATTACHMENT 2

Toll Brothers at Folsom Ranch Phase 2C Subdivision Improvement Agreement

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2026 by and between the **City of Folsom**, hereinafter referred to as "City", and **Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a Delaware Corporation** hereinafter referred to as "Subdivider".

RECITALS

A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.

B. The proposed subdivision of land is commonly known and described as **Toll Brothers at Folsom Ranch Phase 2C Subdivision** and is herein referred to as the "subdivision".

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

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **ONE MILLION THREE HUNDRED SEVENTY-FOUR THOUSAND SEVEN HUNDRED SIXTY FOUR DOLLARS ($1,374,764).**

2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.

3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.

4. Time of Essence; Extension.

   a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.

5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:

   a. Improvement security in the sum of **ONE MILLION THREE HUNDRED SEVENTY-FOUR THOUSAND SEVEN HUNDRED SIXTY FOUR DOLLARS ($1,374,764),** which sum is equal to the total estimated cost of constructing the required remaining improvements, and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

   b. Separate improvement security in the sum of **ONE MILLION THREE HUNDRED SEVENTY-FOUR THOUSAND SEVEN HUNDRED SIXTY**

FOUR DOLLARS ($1,374,764), which sum is equal to the estimated cost of constructing the required remaining improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.

c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS ($3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.

d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.

6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.

7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be rendered against the City in any such actions, suits or legal proceedings, or result thereof.

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

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

1. Comprehensive General Liability: $1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.

2. Automobile Liability: $1,000,000 combined single limit per accident for bodily injury, personal injury and property damage.

3. Worker's Compensation and Employers Liability: Worker's Compensation limits as required by the Labor Code of the State of California and Employers Liability limits of $1,000,000 per accident.

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

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

1. General Liability and Automobile Liability Coverages

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

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

C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

D. The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

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

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

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

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

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

10. Warranty Security. Prior to acceptance of the required improvements by the City Engineer, the Subdivider shall provide security in the amount and in the form as required by the City Engineer to guarantee the improvements against any defective work or labor done or defective materials used in the performance of the required improvements (Warranty Security) throughout the warranty security period which shall be the period of one year following completion and written acceptance of the improvements (Warranty Security Period). The amount of the Warranty Security shall not be less than 10 percent of the cost of the construction of the improvements, including the cash deposit required in paragraph 5C of this agreement, which shall be retained for the Warranty Security Period.

11. Repair or Reconstruction of Defective Work or Materials. If, within the Warranty Security Period or the applicable statute of limitations, whichever is longer, any improvement or part of any improvement furnished and/or installed or constructed by Subdivider or any of the work done under this Agreement fails to fulfill any of the requirements of the Agreement or the specifications referred to herein as determined by the City, Subdivider shall without delay and without any cost to the City, repair, replace, or reconstruct any defective or otherwise unsatisfactory part or parts of the required improvements. If the Subdivider fails to act promptly or in accordance with this requirement, or if the exigencies of the situation require repairs or replacements to be made before the Subdivider can be notified, then the City may, at its option, make the necessary repairs or replacements or perform the necessary work, and Subdivider shall pay to City the actual cost of such repairs plus fifteen percent (15%) within thirty (30) days of the date of billing for such work by City. The parties further understand and agree that the Warranty Security furnished pursuant to paragraph 10 of this Agreement shall guarantee and secure the faithful performance and payment of the provisions of this paragraph during the Warranty Security Period.

12. Subdivider Not Agent of City. Neither Subdivider nor any of Subdivider's agents or contractors are or shall be considered to be agents of City in connection with the performance of Subdivider's obligations under this Agreement.

13. Notice of Breach and Default. If Subdivider refuses or fails to prosecute the work, or any part thereof, with such diligence as will ensure its completion within the time specified, or any extension thereof, or fails to complete the work within such time, or if Subdivider should be adjudged a bankruptcy, or Subdivider should make a general assignment for the benefit of his creditors, or if a receiver should be appointed in the event of Subdivider’s insolvency, or if Subdivider or any of Subdivider’s contractors, subcontractors, agents or employees should violate any of the provisions of this Agreement and the City may, but is under no obligation to, serve written notice upon Subdivider and Subdivider’s surety, if any, of breach of this Agreement, or of any portion thereof.

14. Breach of Agreement; Performance By Surety or City. In the event of any such notice, Subdivider’s surety, if any, shall have the duty to take over and complete the work and the required improvements; provided, however, that if the surety within fifteen (15) days after the serving of such notice of breach upon it does not give the City written notice of its intention to take over the performance thereof within fifteen (15) days after notice to the City of such election, then the City may take over the work and prosecute the same to completion by contract, or by any other method the City may deem advisable, for the account and at the expense of the Subdivider, and the Subdivider’s surety shall be liable to City for any excess costs of damages incurred by the City; and in such event, the City, without liability for so doing, may take possession of and utilize in completing the work, such materials, appliances, plant or other property belonging to Subdivider as may be on the site of the work and necessary therefor.

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

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

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

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

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

Toll West, Inc., which will do business in California as Toll Brothers West, Inc., a Delaware Corporation
110 Woodmere Road, Suite 120Folsom, CA 95630
ATTN; Greg Van Dam, Vice President – Land Development

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

Philadelphia Indemnity Insurance Company
One Bala Plaza, Suite 100
Bala Cynwyd, PA 19004
ATTN; Daniel P. Dunigan, Attorney-in-Fact

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

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

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

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

SUBDIVIDER

Toll West, Inc., which will do business in California as Toll Brothers West, Inc., a Delaware Corporation

BY:_____ BY:_____

Print Name: Gregory S. Van Dam ___ Print Name: Scott Esping

Title: Vice President Title: Assistant Secretary

Date:_____ Date:_____

CITY OF FOLSOM, a Municipal Corporation

_____ DATE:_____

Bryan Whitemyer
CITY MANAGER

ATTEST:

_____ DATE:_____

Christa Freemantle
CITY CLERK

APPROVED AS TO CONTENT:

_____ DATE:_____

Rebecca Neves
PUBLIC WORKS DIRECTOR / CITY ENGINEER

APPROVED AS TO FORM:

_____ DATE:_____

Steve Wang
CITY ATTORNEY

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.

BOND # _____
PREMIUM:_____

PERFORMANCE BOND
for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a Delaware Corporation**, (hereinafter designated as "Principal") have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2026, and identified as the **Toll Brothers at Folsom Ranch Phase 2C Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, We, the principal, and _____ _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **ONE MILLION THREE HUNDRED SEVENTY-FOUR THOUSAND SEVEN HUNDRED SIXTY FOUR DOLLARS ($1,374,764),** lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors , and administrators, jointly and severally firmly by these presents.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2026.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

_____
(ADDRESS)

_____
(CITY, STATE, ZIP)

_____
(TELEPHONE)

APPROVED AS TO FORM

_____
CITY ATTORNEY

BOND #_____
PREMIUM:_____

LABOR & MATERIALS BOND
for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and **Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a Delaware Corporation**, (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2026, and identified as the **Toll Brothers at Folsom Ranch Phase 2C Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **ONE MILLION THREE HUNDRED SEVENTY-FOUR THOUSAND SEVEN HUNDRED SIXTY FOUR DOLLARS ($1,374,764),** for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, cost and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2026.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

_____
(ADDRESS)

_____
(CITY, STATE, ZIP)

_____
(TELEPHONE)

APPROVED AS TO FORM

_____
CITY ATTORNEY

Attach Exhibit "A"

Licensed Civil Engineer Stamped and Signed Bond Estimate

FOLSOM PLAN AREA

Bond Estimate Summary
for
Toll Brothers - Phase 2C

	Total Cost	Cost to Complete
Total Costs Phase 2C	**$ 3,422,396**	**$ 1,374,764**

FOLSOM PLAN AREA

Improvement Plans for Project Phase 2C

Non-SPIF Reimbursable Quantities

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Site Preparation							
1.	625,900	SF	Clearing & Grubbing	$ 0.08	$ 50,072.00	100%	$ -
2.	625,900	SF	Erosion Control	$ 0.20	$ 125,180.00	100%	$ -
				Subtotal Site Preparation	$ 175,252.00		$ -
Sanitary Sewer System							
1.	736	LF	6" Sanitary Sewer, PVC SDR 26	$ 96.13	$ 70,751.68	100%	$ -
2.	1,269	LF	8" Sanitary Sewer, PVC SDR 26	$ 182.35	$ 231,402.15	100%	$ -
3.	10	EA	48" Standard Sanitary Sewer Manhole	$ 16,857.43	$ 168,574.30	100%	$ -
4.	60	EA	4" Sanitary Sewer Service	$ 2,492.85	$ 149,571.00	100%	$ -
5.	2	EA	Connect to Existing Sewer Main	$ 5,000.00	$ 10,000.00	100%	$ -
				Subtotal Sanitary Sewer System	$630,299.13		$ -
Storm Drain System							
1.	840	LF	12" Storm Drain, RCP CL III	$ 124.11	$ 104,252.40	100%	$ -
2.	290	LF	15" Storm Drain, RCP CL III	$ 141.53	$ 41,043.70	100%	$ -
3.	370	LF	18" Storm Drain, RCP CL III	$ 151.33	$ 55,992.10	100%	$ -
4.	12	EA	48" Standard Storm Drain Manhole	$ 13,241.86	$ 158,902.32	100%	$ -
5.	6	EA	Type GOL-7 (On-Grade) Drainage Inlet	$ 9,779.79	$ 58,678.74	100%	$ -
6.	11	EA	Modified Type 'B' Drainage Inlet	$ 7,989.97	$ 87,889.67	100%	$ -
7.	2	EA	Connect to Existing Storm Drain Main	$ 5,000.00	$ 10,000.00	100%	$ -
			Subtotal Storm Drain System		$516,758.93		$ -

FOLSOM PLAN AREA

Improvement Plans for Project Phase 2C

Non-SPIF Reimbursable Quantities

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Potable Water Distribution System							
1.	2,202	LF	8" Water Main, PVC C900 CL 235	$ 109.02	$ 240,062.04	100%	$ -
2.	8	EA	8" Gate Valve	$ 3,585.09	$ 28,680.72	100%	$ -
3.	8	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	$ 13,282.14	$ 106,257.12	100%	$ -
4.	60	EA	1" Water Service	$ 2,569.55	$ 154,173.00	100%	$ -
5.	2	EA	Connection to Existing Water Main	$ 5,000.00	$ 10,000.00	100%	$ -
			Subtotal Potable Water Distribution System		$539,172.88		$ -
Concrete							
1.	4,429	LF	Modified Type 1 Rolled Curb & Gutter (w/ 6" AB)	$ 27.53	$ 121,930.37	0%	$ 121,930.37
2.	17,693	SF	Sidewalk (6" PCC/ 6" AB)	$ 8.99	$ 159,060.07	0%	$ 159,060.07
3.	8	EA	Sidewalk Curb Ramp	$ 2,500.00	$ 20,000.00	0%	$ 20,000.00
			Subtotal Concrete		$300,990.44		$ 300,990.00
Streetwork							
1.	1,408	Ton	Asphalt Concrete (Type 'B')	$ 106.00	$ 149,248.00	0%	$ 149,248.00
2.	4,694	Ton	Aggregate Base (Class 2)	$ 31.47	$ 147,720.18	0%	$ 147,720.18
3.	192	SF	Pavement Markings	$ 12.85	$ 2,467.20	0%	$ 2,467.20
4.	56	LF	12" White Stripe Limit Line (Stop Line)	$ 6.43	$ 360.08	0%	$ 360.08
5.	4	EA	Street Name Sign on Post	$ 500.00	$ 2,000.00	0%	$ 2,000.00
6.	4	EA	Concrete Survey Monument	$ 300.00	$ 1,200.00	0%	$ 1,200.00
7.	4	EA	Stop Sign (R1-1) on Post	$ 500.00	$ 2,000.00	0%	$ 2,000.00
				Subtotal Streetwork	$304,995.46		$ 304,995.00

FOLSOM PLAN AREA

Improvement Plans for Project Phase 2C

Non-SPIF Reimbursable Quantities

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Street Lights & Joint Trench							
1.	61	LOT	Joint Trench Excavation & Backfill	$ 8,000.00	$ 488,000.00	0%	$ 488,000.00
2.	1	EA	Streetlight Service Point	$ 5,000.00	$ 5,000.00	0%	$ 5,000.00
3.	13	EA	LED Streetlight	$ 11,600.00	$ 150,800.00	0%	$ 150,800.00
			Subtotal Street Lights & Joint Trench		$ 643,800.00		$ 643,800.00
Landscaping & Sound walls							
1.	0	SF	Landscape & Irrigation	$ 5.00	$ -	0%	$ -
2.	0	SF	Masonry Retaining Wall	$ 35.00	$ -	0%	$ -
			Subtotal Landscaping & Sound walls		$ -		$ -
			Total		$ 3,111,268.84		$ 1,249,785.00
			Contingency		$ 311,126.88		$ 124,978.50
			Total Cost Estimate		$ 3,422,396		$ 1,374,764

Summary Phase 2C

	Total Cost	Cost to Complete
Site Preparation & Earthwork	**$ 175,252.00**	**$ -**
Sanitary Sewer System	**$ 630,299.13**	**$ -**
Storm Drain System	**$ 516,758.93**	**$ -**
Potable Water Distribution System	**$ 539,172.88**	**$ -**
Concrete	**$ 300,990.44**	**$ 300,990.00**
Streetwork	**$ 304,995.46**	**$ 304,995.00**
Street Lights & Joint Trench	**$ 643,800.00**	**$ 643,800.00**
Landscaping & Sound walls	**$ -**	**$ -**
Contingency (10%)	**$ 311,126.88**	**$ 124,978.50**
Cost of Improvements	**$ 3,422,396**	**$ 1,374,764**

ATTACHMENT 3

Toll Brothers at Folsom Ranch Phase 2C

Subdivision Final Map

OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT WE ARE THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH PHASE 2C" AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOT Z AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (PUE).

2. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS AND OUTSIDE THE PROPERTY LINE OF LOT Z (PRIVATE ROAD).

3. AN EASEMENT FOR INGRESS AND EGRESS FOR SUPPORT AND USE BY LAW ENFORCEMENT, FIRE PROTECTION, WELFARE AND OTHER PUBLIC AGENCIES, THEIR VEHICLES AND PERSONNEL OVER LOT Z SHOWN HEREON AND DESIGNATED "EMERGENCY VEHICLE ACCESS EASEMENT" (EVA).

TOLL WEST INC. WHICH WILL DO BUSINESS IN CALIFORNIA
AS TOLL BROTHERS WEST INC.,
A DELAWARE CORPORATION

BY: _____ _____

NAME: GREGORY S. VAN DAM DATE
TITLE: VICE PRESIDENT

BY: _____ _____

NAME: SCOTT ESPING DATE
TITLE: ASSISTANT SECRETARY

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF TOLL WEST INC. WHICH WILL DO BUSINESS IN CALIFORNIA AS TOLL BROTHERS WEST INC., A DELAWARE CORPORATION IN APRIL 2021. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

MACKAY & SOMPS CIVIL ENGINEERS, INC.

LICENSED LAND SURVEYOR
PEDRO JARQUIN
12/31/27
No. 8268
STATE OF CALIFORNIA

Pedro Jarquin
PEDRO JARQUIN, PLS 8268
EXPIRATION DATE: DECEMBER 31, 2027

DATE: 11/20/25

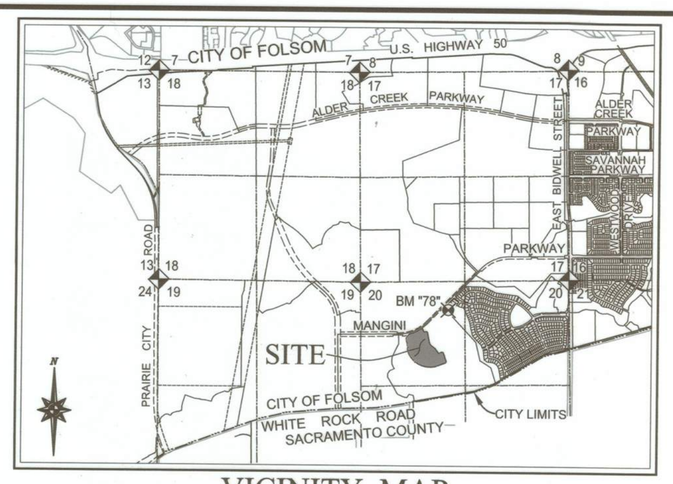
I HEREBY STATE THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2027, AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

ESE CONSULTANTS, INC.

LICENSED LAND SURVEYOR
CHRIS RUDD
Exp. 09-30-27
No. 9379
STATE OF CALIFORNIA

_____
CHRIS RUDD, PLS 9379
EXPIRATION DATE: SEPTEMBER 30, 2027

DATE: _____



VICINITY MAP
N.T.S.

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA

COUNTY OF _____

ON_____ BEFORE ME,_____, A NOTARY PUBLIC

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

_____
SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS _____COUNTY

MY COMMISSION EXPIRES: _____MY COMMISSION NUMBER: _____

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA

COUNTY OF _____

ON_____ BEFORE ME,_____, A NOTARY PUBLIC

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

_____
SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS _____COUNTY

MY COMMISSION EXPIRES: _____MY COMMISSION NUMBER: _____

NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "78" ELEVATION = 366.15 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 78" ON THE NORTHERLY CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHEASTERLY SIDE OF ALDER CREEK. LOCATION OF SITE IS APPROXIMATELY 3000 FEET DUE WEST OF E. BIDWELL STREET AND 2300 FEET DUE NORTH OF WHITE ROCK ROAD. APPROXIMATE LATITUDE: N38° 37' 31.49" LONGITUDE: W121° 07' 29.50"

ELEVATION OF 366.15 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK U01B-009 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH PHASE 2C" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

_____
REBECCA J. NEVES. RCE 71920
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 12/31/2027

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH PHASE 2C" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

_____
GERALD A. YOUNG, L.S. 3852
CITY SURVEYOR
LICENSE EXPIRES: 06/30/2026

DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH PHASE 2C", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

_____
CHRISTA FREEMANTLE
CITY CLERK
DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2026, AT _____.M. IN BOOK _____OF MAPS, AT PAGE _____ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO._____ ON FILE IN THIS OFFICE.

_____ DOCUMENT NO.: _____
DONNA ALLRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

BY:_____ FEE: $ _____
DEPUTY

FINAL MAP (PN 20-267)
TOLL BROTHERS AT FOLSOM RANCH PHASE 2C

BEING ALL OF LARGE LOT 2CC OF THAT FINAL MAP "FINAL MAP (PN 20-267), TOLL BROTHERS AT FOLSOM RANCH PHASE 2D", FILED FOR RECORD IN BOOK 464 OF MAPS AT PAGE 3, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, MDM

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

JANUARY 2026

SHEET 1 OF 5

NOTES

1. ALL CURVE DIMENSIONS ARE RADIUS, DELTA AND ARC LENGTH. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.

2. THIS FINAL MAP CONTAINS 11.455± ACRES GROSS CONSISTING OF 61 RESIDENTIAL LOTS AND 1 LETTERED LOT. THE RESIDENTIAL LOTS ARE NUMBERED WITH THE FOLLOWING SEQUENCES: 259-275, 286-329. THE LETTERED LOT IS LOT Z.

3. "GEOTECHNICAL ENGINEERING STUDY - UPDATE FOR REGENCY AT FOLSOM RANCH" (PROJECT NO. E17053.042) WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC IN MAY, 2019, AND IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.

4. ALL RESIDENTIAL FRONT LOT CORNERS WILL BE SET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9379" ON THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED. WHERE SIDEWALK IS DETACHED, FRONT CORNERS WILL BE SET IN THE SIDEWALK ON THE SIDE LOT LINE WITH A 7.00 FOOT OFFSET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9379" (SEE DETAILS ON THIS SHEET).

5. REAR RESIDENTIAL CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
   5.1. FOR LOTS 308-310, AND 313-327 WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9379".
   5.2. FOR LOTS 262-264, 266-271, 287-296, 300-303 AND COMMON LINES OF 259/260, 264/265, 265/266, 297/298, 298/299, 299/300, 303/304, 304/305, 305/306, AND 306/307 WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9379" (SEE DETAIL ON THIS SHEET).
   5.3. FOR LOTS 259, 265, 272, 273, 275, 286, 298, 299, 304-307, AND COMMON LINES OF 259/261, AND 311/329 WHICH FALL WITHIN A MASONRY SOUND/RETAINING WALL, WILL BE SET WITH A 3/4" BRASS TAG STAMPED "LS 9379" TO THE FACE OF WALL 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.

6. LOT Z (PRIVATE ROAD) SHOWN HEREON AS KNOLLBROOK LANE, WHITE CEDAR LOOP, AND AVAZEDO PLACE SHALL BE GRANTED IN FEE SIMPLE TO THE REGENCY AT FOLSOM RANCH OWNERS ASSOCIATION (FILED WITH SECRETARY OF STATE, STATE OF CALIFORNIA ON 2/4/2021, FILING # 4699707) AS A PRIVATE ROAD FOR THE BENEFIT AND GENERAL USE OF THE LOTS SHOWN HEREON.

7. THIS MAP IS A PORTION OF THE VESTING TENTATIVE MAP SUBDIVISION, TOLL BROTHERS AT FOLSOM RANCH RESOLUTION NO. 10400 PASSED AND ADOPTED BY THE CITY COUNCIL, CITY OF FOLSOM, MARCH 10, 2020 AND A PORTION OF THE VESTING TENTATIVE MAP TOLL BROTHERS AT FOLSOM RANCH PHASE 2 RESOLUTION NO. 10780 PASSED AND ADOPTED JANUARY 11, 2022 BY THE CITY COUNCIL, CITY OF FOLSOM .

8. PROPERTY SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS AS CONTAINED IN THE DEED FROM CATHERINE HOLTHOUSE MANGINI AND ALBERT D. MANGINI (WHO ACQUIRED TITLE AS ALBERT D. MANGINI), WIFE AND HUSBAND, RECORDED SEPTEMBER 12, 2002, (BOOK) 20020912 (PAGE) 282, OFFICIAL RECORDS AND RE-RECORDED MAY 9, 2007, (BOOK) 20070509 (PAGE) 525, OFFICIAL RECORDS.

9. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED JULY 15, 2014 AS BOOK 20140715, PAGE 426 OF OFFICIAL RECORDS.
   - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JANUARY 29, 2016 AS BOOK 20160129, PAGE 0381 OF OFFICIAL RECORDS.
   - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JANUARY 29, 2016 AS BOOK 20160129, PAGE 0382 OF OFFICIAL RECORDS.
   - "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED AUGUST 24, 2020, AS INSTRUMENT NO. 202008240893 OF OFFICIAL RECORDS.
   - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED OCTOBER 06, 2020 AS DOCUMENT NO. 202010061311 OF OFFICIAL RECORDS.

10. PROPERTY SUBJECT TO THE TERMS, CONDITIONS, PROVISIONS AND STIPULATIONS AS CONTAINED IN THE AGREEMENT ENTITLED "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT", BY AND BETWEEN THE CITY OF FOLSOM, AND FOLSOM REAL ESTATE SOUTH, LLC, ET AL, RECORDED JANUARY 24, 2013, (BOOK) 20130124 (PAGE) 1382, OFFICIAL RECORDS; AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT, RECORDED JUNE 3, 2014, BOOK 20140603, PAGE 959, OFFICIAL RECORDS; AND AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT, RECORDED JUNE 3, 2014, BOOK 20140603, PAGE 960, OFFICIAL RECORDS.

11. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES & SUPPLY), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED DECEMBER 30, 2013, AS (BOOK) 20121230 (PAGE) 311, AND IS SUBJECT TO ANY FUTURE ASSESSMENT THEREOF.

12. PROPERTY SUBJECT TO AN EASEMENT OVER SAID LAND FOR AVIGATION AND INCIDENTAL PURPOSES, AS GRANTED TO THE COUNTY OF SACRAMENTO AND THE CITY OF FOLSOM, IN DEED RECORDED JULY 15, 2014, (BOOK) 20140715 (PAGE) 427 AND (BOOK) 20140715 (PAGE) 553, OFFICIAL RECORDS.

13. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 17 (WILLOW HILL PIPELINE), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED FEBRUARY 24, 2015, AS (BOOK) 20150224 (PAGE) 424, AND IS SUBJECT TO ANY FUTURE ASSESSMENT THEREOF.

14. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM, COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED DECEMBER 9, 2015, AS (BOOK) 20151209 (PAGE) 427, AND IS SUBJECT TO ANY FUTURE ASSESSMENT THEREOF.
   - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED NOVEMBER 16, 2018 AS BOOK 20181116, PAGE 0465 OF OFFICIAL RECORDS.

15. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 3, RECORDED JUNE 8, 2020 AS (BOOK) 20200608 (PAGE) 1611 AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP (BOOK)130 OF MAPS AT (PAGE)27, RECORDED APRIL 20, 2020 OF OFFICIAL RECORDS.
   - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 20, 2021 AS INSTRUMENT NO. 202112200572 OF OFFICIAL RECORDS.
   - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 19, 2022 AS INSTRUMENT NO. 202212190567 OF OFFICIAL RECORDS.

16. THE LAND LIES WITHIN THE BOUNDARIES OF PROPOSED SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED JULY 7, 2006, IN BOOK 103, PAGE 9 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES, AS (BOOK) 20060707 (PAGE) 0662, OFFICIAL RECORDS.

17. THE LAND LIES WITH THE BOUNDARIES OF CURRENT SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2 AS SHOWN ON BOOK 103, PAGE 9 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES.

18. PROPERTY SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS AS CONTAINED IN THE DOCUMENT, RECORDED NOVEMBER 24, 2004, (BOOK) 20041124 (PAGE) 1838, OFFICIAL RECORDS, THE EFFECT OF A DOCUMENT TITLED "QUITCLAIM DEED", RECORDED MAY 29, 2015, (BOOK) 20150529 (PAGE) 1400, OFFICIAL RECORDS AND RE-RECORDED JULY 9, 2015, (BOOK) 20150709 (PAGE) 1401, OFFICIAL RECORDS.

19. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ORDINANCE NO. SZC-2009-0001 AN ORDINANCE OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY, ORDINANCE NO. 83-10, AS AMENDED, AMENDING THE AEROJET SPECIAL PLANNING AREA ORDINANCE TITLE B, CHAPTER 8, ARTICLE 3" RECORDED MARCH 23, 2009 AS BOOK 20090323, PAGE 1516 OF OFFICIAL RECORDS.

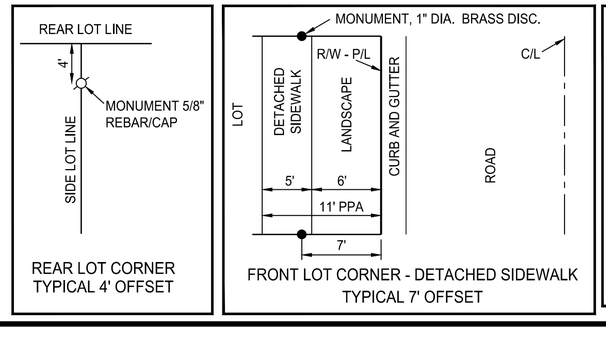
20. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED JULY 15, 2014 AS BOOK 20140715, PAGE 552 OF OFFICIAL RECORDS.
   - "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT", RECORDED MAY 29, 2015 AS BOOK 20150529, PAGE 1409 AND RE-RECORDED JULY 9, 2015 AS BOOK 20150709, PAGE 1409, BOTH SACRAMENTO COUNTY RECORDS.
   - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JULY 11, 2017 AS INSTRUMENT NO. 201707110163 OF OFFICIAL RECORDS.
   - "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED AUGUST 24, 2020, AS INSTRUMENT NO. 202008240894 OF OFFICIAL RECORDS.
   - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED OCTOBER 06, 2020 AS INSTRUMENT NO. 202010060733 OF OFFICIAL RECORDS.

21. PROPERTY SUBJECT TO EASEMENTS, COVENANTS, AND CONDITIONS AS CONTAINED IN THE DEED FROM AEROJET ROCKETDYNE, INC., AN OHIO CORPORATION FORMERLY KNOWN AS AEROJET-GENERAL CORPORATION, AS GRANTOR, TO OAK AVENUE HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS GRANTEE, RECORDED MAY 29, 2015, (BOOK) 20150529 (PAGE) 1402, OFFICIAL RECORDS AND RE-RECORDED JULY 9, 2015, (BOOK) 20150709 (PAGE) 1403.

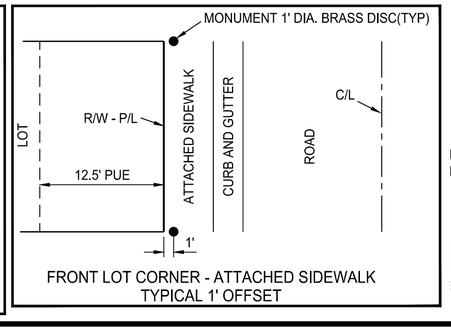
22. ANY EASEMENT FOR WATER COURSE OVER THAT PORTION OF THE LAND LYING WITHIN ALDER CREEK, TOGETHER WITH ANY RIGHTS IN FAVOR OF THE PUBLIC FOR FISHING AND RECREATION PURPOSES OVER THE PORTION OF THE LAND THAT IS PRESENTLY COVERED BY WATER DISCLOSED ON ASSESSOR PLAT BOOK 72 PAGE 6.

23. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT)" PER DN 202104020615.

24. PURSUANT TO SECTION 66434(G) OF THE SUBDIVISION ACT THE FILING OF THIS FINAL MAP SHALL CONSTITUTE ABANDONMENT OF THE EASEMENTS LISTED BELOW, NOT SHOWN HEREON WITHIN THE BOUNDARY OF THIS SUBDIVISION:
   A. PUBLIC UTILITY EASEMENTS ADJACENT TO PRIVATE ROAD LOT S AS SHOWN ON "FINAL MAP (PN 20-267), TOLL BROTHERS AT FOLSOM RANCH PHASE 2A" PER 451 BM 4.
   B. DRAINAGE EASEMENT PER 20170329 OR 0528.



FRONT LOT CORNER - DETACHED SIDEWALK
TYPICAL 7' OFFSET



FRONT LOT CORNER - ATTACHED SIDEWALK
TYPICAL 1' OFFSET

REAR LOT CORNER
TYPICAL 4' OFFSET

FINAL MAP (PN 20-267)

TOLL BROTHERS AT FOLSOM RANCH PHASE 2C

BEING ALL OF LARGE LOT 2CC OF THAT FINAL MAP "FINAL MAP (PN 20-267), TOLL BROTHERS AT FOLSOM RANCH PHASE 2D", FILED FOR RECORD IN BOOK 464 OF MAPS AT PAGE 3, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, MDM

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JANUARY 2026

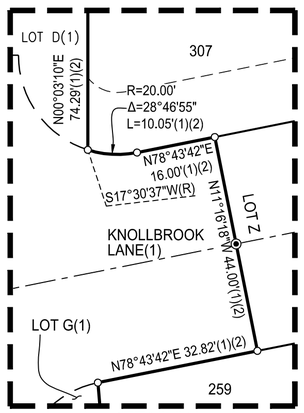
SHEET 2 OF 5

BASIS OF BEARINGS

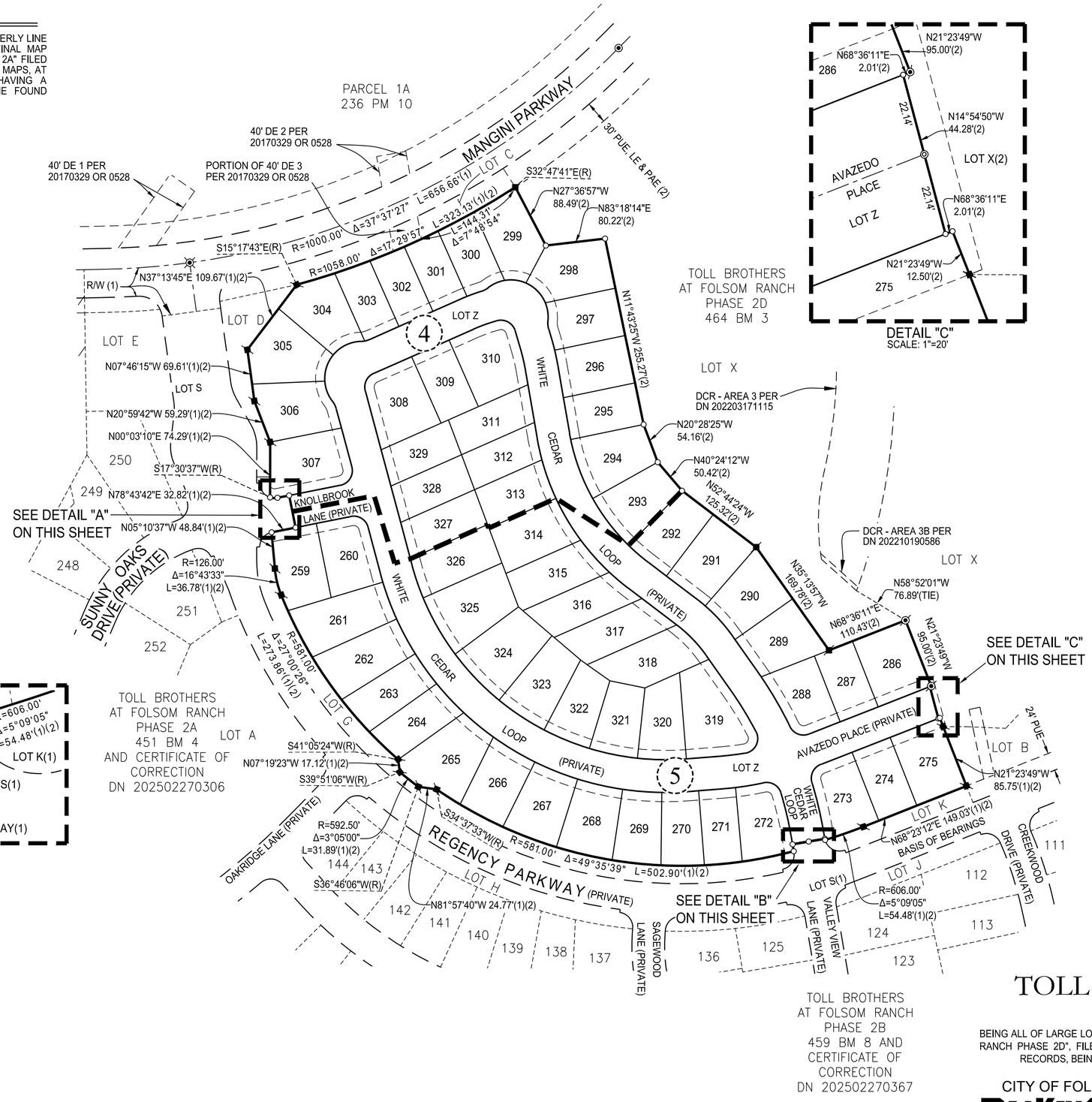
THE BASIS OF BEARINGS FOR THIS MAP IS THE NORTHERLY LINE OF LARGE LOT K AS SHOWN ON THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 2A" FILED FOR RECORD ON OCTOBER 27, 2024 IN BOOK 451 OF MAPS, AT PAGE 4, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 68°23'12" EAST BETWEEN THE FOUND MONUMENTS SHOWN HEREON.

REFERENCES

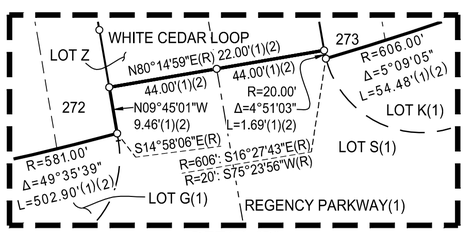
(1) 451 BM 4 (TOLL PHASE 2A) AND CERTIFICATE OF CORRECTION DN 202502270306
(2) 464 BM 3 (TOLL PHASE 2D)



DETAIL "A"
SCALE: 1"=20'



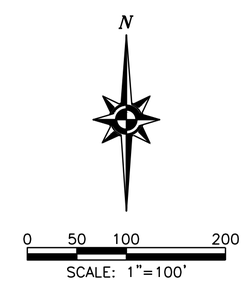
DETAIL "C"
SCALE: 1"=20'



DETAIL "B"
SCALE: 1"=20'

LEGEND

	FOUND 3/4" BRASS TAG STAMPED "LS 9379" SET PER (2)
	FOUND 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 4533" PER 218 PM 17
	FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9379" PER (1) OR (2)
	FOUND 1-5/32" COPPER SURVEY MARKER WITH CENTER MARK STAMPED "LS 9379" PER (1)
	SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9379"
	1-5/32 COPPER SURVEY MARKER WITH CENTER MARK STAMPED "LS 9379"
	SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9379"
	SET 3/4" BRASS TAG STAMPED "LS 9379"
○	DIMENSION POINT
( )	RECORD DATA PER REFERENCE
BM	BOOK OF MAPS
DCR	DECLARATION OF CONVENTS AND RESTRICTIONS
DE	DRAINAGE EASEMENT
DN	DOCUMENT NUMBER, OR
EVA	EMERGENCY VEHICLE ACCESS EASEMENT
HOA	HOMEOWNERS ASSOCIATION
LE	LANDSCAPE EASEMENT
(OA)	OVERALL
OR	OFFICIAL RECORDS OF SACRAMENTO COUNTY
PAE	PEDESTRIAN ACCESS EASEMENT
PM	PARCEL MAP
PUE	PUBLIC UTILITY EASEMENT
(R)	RADIAL BEARING
RS	RECORD OF SURVEY
R/W	RIGHT-OF-WAY
SF	SQUARE FEET
(X)	SHEET INDEX NUMBER
	BOUNDARY
	LOT LINE
	LOT LINE & RIGHT OF WAY
	EXISTNG RIGHT-OF-WAY/IOD
	CENTER LINE
	EASEMENT LINE
	ADJACENT PROPERTY LINE
	SHEET INDEX LINE



FINAL MAP (PN 20-267)

TOLL BROTHERS AT FOLSOM RANCH PHASE 2C

BEING ALL OF LARGE LOT 2CC OF THAT FINAL MAP "FINAL MAP (PN 20-267), TOLL BROTHERS AT FOLSOM RANCH PHASE 2D", FILED FOR RECORD IN BOOK 464 OF MAPS AT PAGE 3, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, MDM

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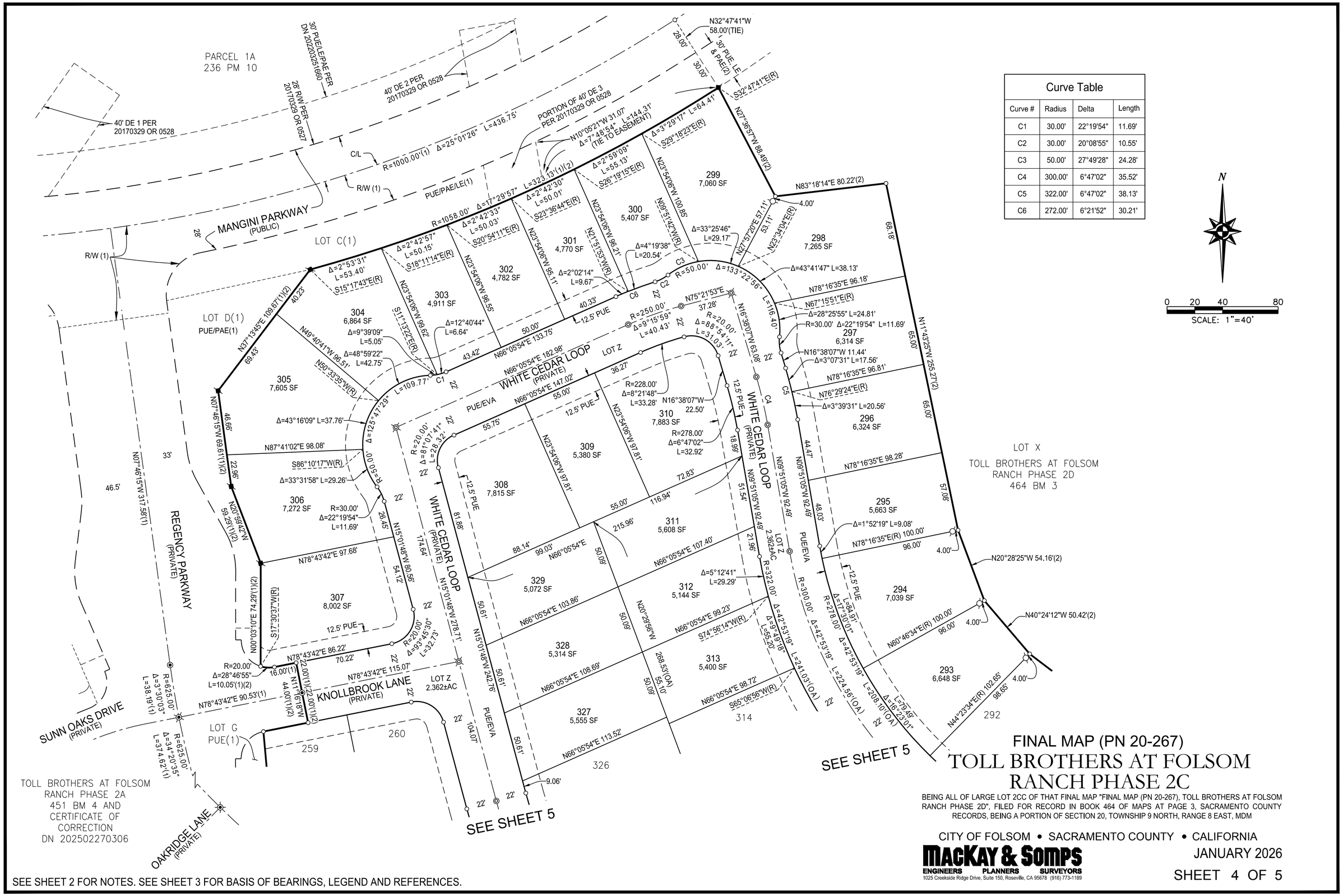
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

JANUARY 2026

SHEET 3 OF 5

SEE SHEET 2 FOR NOTES.



Curve Table			
Curve #	Radius	Delta	Length
C1	30.00'	22°19'54"	11.69'
C2	30.00'	20°08'55"	10.55'
C3	50.00'	27°49'28"	24.28'
C4	300.00'	6°47'02"	35.52'
C5	322.00'	6°47'02"	38.13'
C6	272.00'	6°21'52"	30.21'

FINAL MAP (PN 20-267)

TOLL BROTHERS AT FOLSOM RANCH PHASE 2C

BEING ALL OF LARGE LOT 2CC OF THAT FINAL MAP "FINAL MAP (PN 20-267), TOLL BROTHERS AT FOLSOM RANCH PHASE 2D", FILED FOR RECORD IN BOOK 464 OF MAPS AT PAGE 3, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, MDM

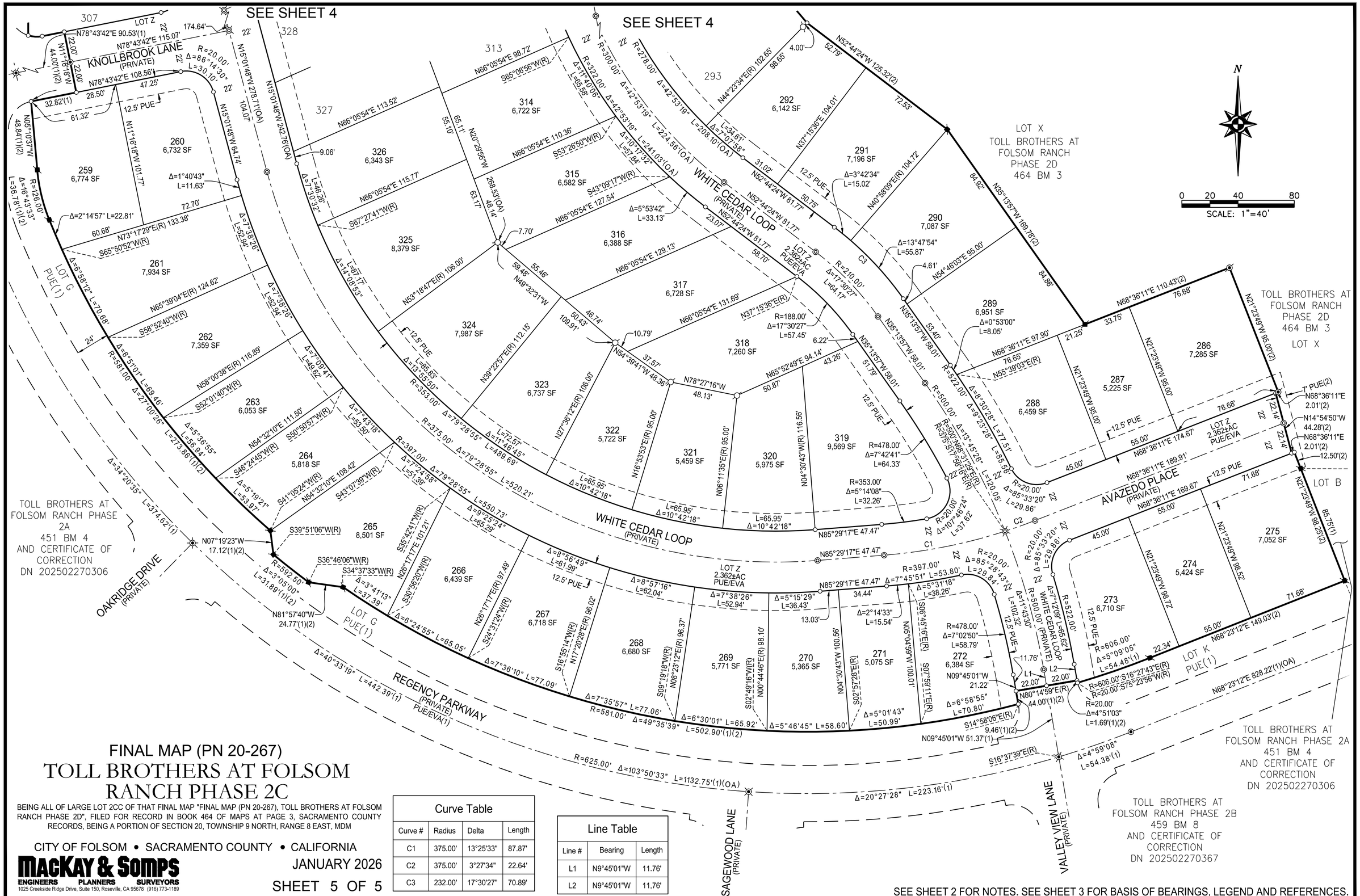
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

JANUARY 2026

SHEET 4 OF 5

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



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SHEET 5 OF 5

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Curve Table			
Curve #	Radius	Delta	Length
C1	375.00'	13°25'33"	87.87'
C2	375.00'	3°27'34"	22.64'
C3	232.00'	17°30'27"	70.89'

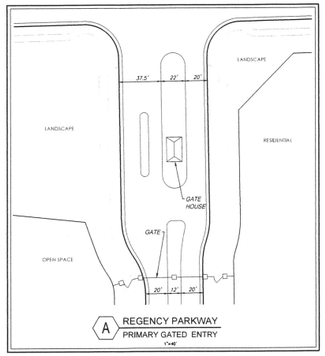
Line Table		
Line #	Bearing	Length
L1	N9°45'01"W	11.76'
L2	N9°45'01"W	11.76'

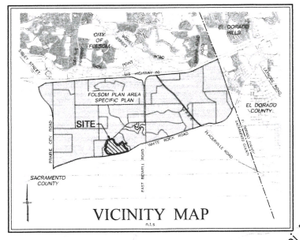
SEE SHEET 2 FOR NOTES. SEE SHEET 3 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES.

ATTACHMENT 4

Toll Brothers at Folsom Ranch Phase 2

Vesting Tentative Subdivision Map





Land Use Summary

	GP Designation	SP Designation	Land Use	Dwelling Units	Acres Gross	Acres Net	Net Density
65'x95'	SFHD	SP-SFHD-PD	Single-Family High Density Residential	70	55.7	51.6	5.0
50'x95'				98			
50'x95'				89			
43'x80'	MLD	SP-MLD-PD	Multi-Family Low Density Residential	72	8.2	8.2	8.8
Lot A	SFHD	SP-SFHD-PD	Private Recreation		0.0	1.5	
Lot B	SFHD	SP-SFHD-PD	Dog Park		0.0	0.2	
Landscape	SFHD	SP-SFHD-PD	Landscape		0.0	2.4	
Open Space	OS	SP-OS	Open Space / Landscape (Measure W)		0.4	0.4	
Major Roadways			Major Roadways		0.4	0.4	
Total				**329**	**64.7**	**64.7**	

BENCHMARK

Benchmark : 78 ELEVATION: 366.15 NAVD 88
BRASS DISK, STAMPED "CITY OF FOLSOM BM 78" ON THE NORTHERLY CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHEASTERLY SIDE OF ALDER CREEK. LOCATION OF SITE IS APPROXIMATELY 3000 FEET DUE WEST OF E. BIDWELL STREET AND 2300 FEET DUE NORTH OF WHITE ROCK ROAD.
APPROXIMATE LATITUDE: N38D 37' 31.49" LONGITUDE: W121D 07' 29.50"

THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK U018-009 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.

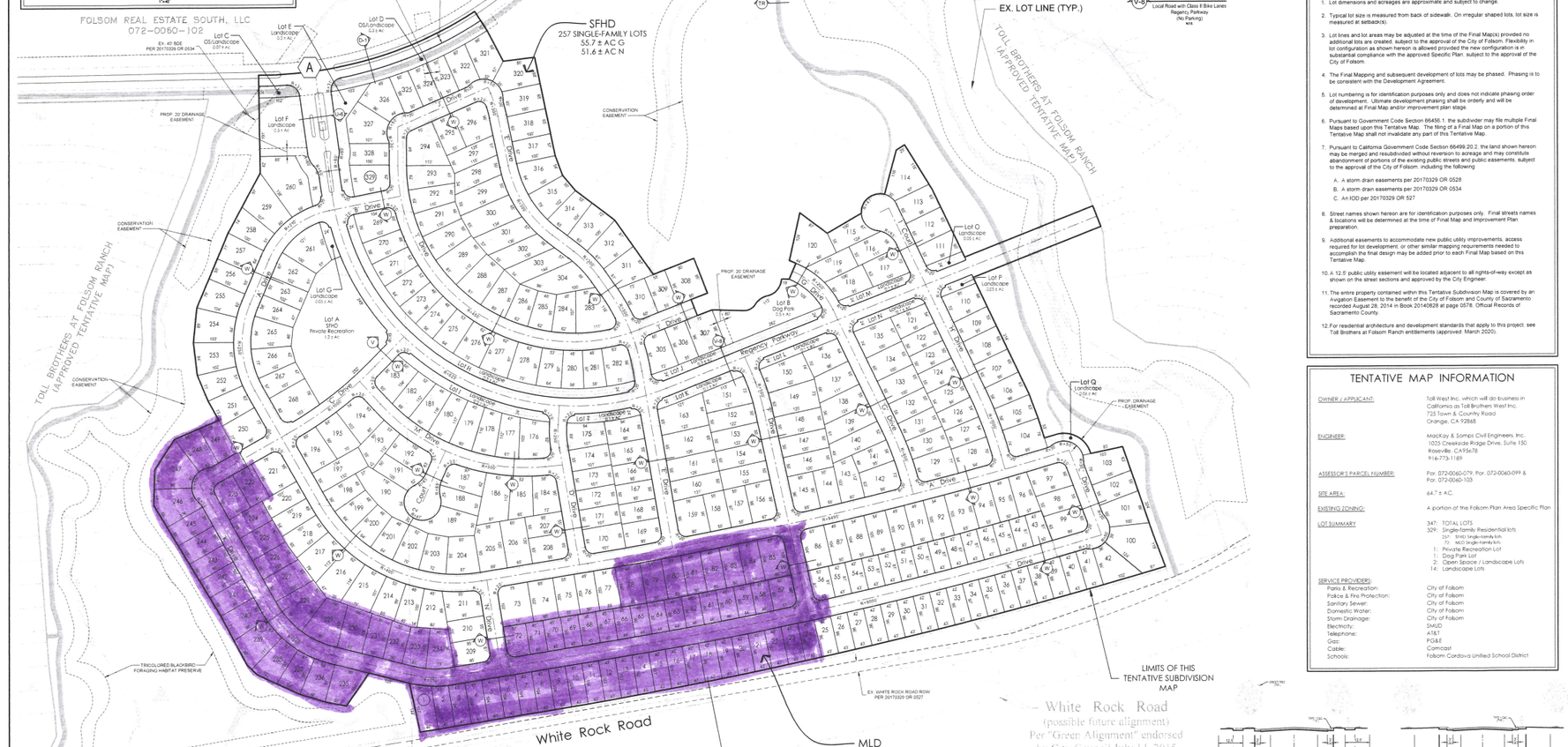
TENTATIVE MAP NOTES

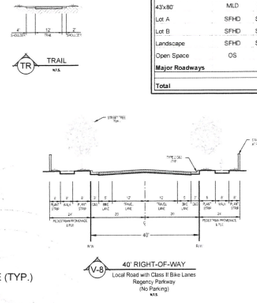
PROPERTY DESCRIPTION: A portion of Sections 17, 19 and 20, Township 9 North Range 8 East, Mount Diablo Meridian.

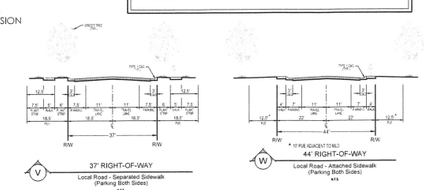
1. Lot dimensions and acreages are approximate and subject to change.
2. Typical lot size is measured from back of sidewalk. On irregular shaped lots, lot size is measured at setback(s).
3. Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown hereon is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
4. The Final Mapping and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
5. Lot numbering is for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined at Final Map and/or improvement plan stage.
6. Pursuant to Government Code Section 66456.1, the subdivider may file multiple Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of this Tentative Map shall not invalidate any part of this Tentative Map.
7. Pursuant to California Government Code Section 66499.20.2, the land shown hereon may be merged and resubdivided without reversion to acreage and may constitute abandonment of portions of the existing public streets and public easements, subject to the approval of the City of Folsom, including the following:
   A. A storm drain easements per 20170329 OR 0528
   B. A storm drain easements per 20170329 OR 0534
   C. An IOD per 20170329 OR 527
8. Street names shown hereon are for identification purposes only. Final streets names & locations will be determined at the time of Final Map and Improvement Plan preparation.
9. Additional easements to accommodate new public utility improvements, access required for lot development, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on this Tentative Map.
10. A 12.5' public utility easement will be located adjacent to all rights-of-way except as shown on the street sections and approved by the City Engineer.
11. The entire property contained within this Tentative Subdivision Map is covered by an Avigation Easement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 20140828 at page 0578, Official Records of Sacramento County.
12. For residential architecture and development standards that apply to this project, see Toll Brothers at Folsom Ranch entitlements (approved March 2020).

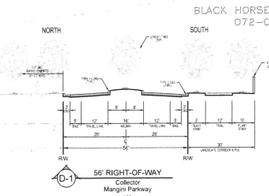
TENTATIVE MAP INFORMATION

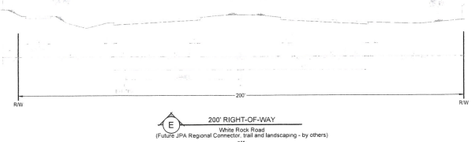
OWNER / APPLICANT:	Toll West Inc. which will do business in California as Toll Brothers West Inc. 725 Town & Country Road Orange, CA 92868
ENGINEER:	MacKay & Somps Civil Engineers, Inc. 1025 Creekside Ridge Drive, Suite 150 Roseville, CA 95678 916-773-1189
ASSESSOR'S PARCEL NUMBER:	Por. 072-0060-079; Por. 072-0060-099 & Por. 072-0060-103
SITE AREA:	64.7 ± AC.
EXISTING ZONING:	A portion of the Folsom Plan Area Specific Plan
LOT SUMMARY:	347: TOTAL LOTS 329: Single-family Residential lots 257: SFHD Single-family lots 72: MLD Single-family lots 1: Private Recreation Lot 1: Dog Park Lot 2: Open Space / Landscape Lots 14: Landscape Lots
SERVICE PROVIDERS:	
Parks & Recreation:	City of Folsom
Police & Fire Protection:	City of Folsom
Sanitary Sewer:	City of Folsom
Domestic Water:	City of Folsom
Storm Drainage:	City of Folsom
Electricity:	SMUD
Telephone:	AT&T
Gas:	PG&E
Cable:	Comcast
Schools:	Folsom Cordova Unified School District

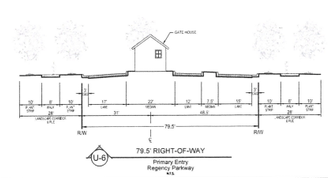












LOTTING PLAN
VESTING TENTATIVE SUBDIVISION MAP

TOLL BROTHERS at FOLSOM RANCH PHASE 2

a portion of the Folsom Plan Area Specific Plan

Folsom, CA

November 24, 2020

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS

Sheet 1 of 3

ATTACHMENT 5

Table of Conditions of Approval for the Toll Brothers at Folsom Ranch Phase 2 Vesting Tentative Subdivision Map

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267) NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied**
1.		***Final Development Plans*** The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: 1. Illustrative Master Plan Exhibit, dated August 31, 2020 2. Small-Lot Vesting Tentative Subdivision Map, dated September 17, 2021 3. Preliminary Grading and Drainage Plan, dated September 17, 2021 4. Preliminary Utility Plan, dated September 17, 2021 5. Preliminary Landscape Plan and Details, dated January 24, 2020 6. Preliminary Entry Exhibit, dated April 28, 2021 7. Preliminary Wall and Fence Exhibit, dated April 28, 2021 8. Preliminary Tree Preservation Exhibit, dated October 13, 2021 9. Minor Administrative Modification Exhibit, dated September 17, 2021 10. Inclusionary Housing Letter, dated November 16, 2020 11. Project Narrative The Small-Lot Vesting Tentative Subdivision Map is approved for the development of a 329-unit single-family residential subdivision (Toll Brothers at Folsom Ranch Phase 2). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.	G, I, M, B	CD (P)(E)	The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, the tree preservation/removal plans, the preliminary landscape plans and the community design guidelines. The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267) NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied**
2.		***Plan Submittal*** All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	G, I	CD (P)(E)	Improvement plans for Mangini Parkway, Regency Parkway and the subdivision have been approved by the City and these improvements are currently under construction.	Yes
3.		***Validity*** This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty four months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)	The small-lot vesting tentative subdivision map for the Toll Brothers at Folsom Ranch Phase 2B subdivision was approved by the City Council on January 11, 2022.	Yes
4.		***FMC Compliance*** The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)	The small-lot vesting tentative subdivision map for the Toll Brothers at Folsom Ranch Phase 2B subdivision was approved by the City Council on January 11, 2022.	Yes
5.		***Development Rights*** The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for the both the required on-site and off-site improvements for the Phase 2B subdivision.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267) NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied**
6.		***Public Utility Easements*** Public utility easements shall be provided for public utilities within private streets to the satisfaction of the Community Development Department.	M	CD (E)(P)	The final map for the Phase 2B subdivision includes all required public utility easements necessary to serve all lots in the subdivision. The public utility easements are shown on the final map. The residential streets serving the lots in this subdivision are private and are shown on the final map.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267) NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied**
7.		***Indemnity for City*** The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur: • 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 a Final Map is ultimately recorded with respect to this project.	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267) NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied**
8.		***Small-Lot Vesting Tentative Subdivision Map*** The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Toll Brothers at Folsom Ranch CEQA Addendum dated February-2020.	OG	CD	The owner/applicant complied with all applicable mitigation measures from the FPASP FEIR/EIS and other approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring is being conducted throughout construction by the City and/or its Consultants.	Yes
9.		***ARDA and Amendments*** The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project including but not limited to Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Easton Valley Holdings, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and West Scott Road, LLC/Toll West Coast, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Oak Avenue Holdings, LLC, and Amendment No. 3 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Folsom Real Estate South, LLC/Toll West Coast, LLC.	M	CD (E)	The Community Development Department has reviewed the subdivision and verified that it is in compliance with Amendment No. 1 and No. 2 to the First Amended and Restated Tier 1 Development Agreement.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267) NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied**
10.	✓	***Mitigation Monitoring*** The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS and the Toll Brothers at Folsom Ranch Addendum to the FPASP EIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or City staff.	Yes

POLICE/SECURITY REQUIREMENT						
11.		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	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City.	Yes
DEVELOPMENT COSTS AND FEE REQUIREMENTS						
12.		***Taxes and Fees*** The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Amended and Restated Tier 1 Development Agreement.	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
13.		***Assessments*** If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes

14.		***FPASP Development Impact Fees*** The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (January 11, 2022), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Folsom Plan Area wide fees prior to issuance of building permits.	Yes
15.		***Legal Counsel*** The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes

16.		***Consultant Services*** If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.	G, I, M, B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for construction inspection related services for this subdivision.	Yes
GRADING PERMIT REQUIREMENTS						
17.		***Walls/Fences/Gates*** The final location, design, height, materials, and colors of the walls, fences, and gates shall consistent with the submitted Wall and Fence Exhibit and Details, dated April 28, 2021 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.	G, I, B	CD (P)(E)	The Community Development Department has verified that the proposed walls and fences for the subdivision are in compliance with the Folsom Ranch Central Design Guidelines.	Yes
18.		The owner/applicant shall construct, and phase improvements as referenced in the traffic impact report prepared by T. Kear dated November 20, 2019 to the satisfaction of the Community Development Department. The owner/applicant shall implement the following traffic conditions (Conditions of Approval Nos. 19-25) prior to issuance of the 546th Regency Active Adult Community building permit (excluding the 47 model home building permits).	I, B,O	CD (E), PW, FD	The owner/applicant is currently constructing the on-site and off-site public and private improvements for the Phase 2B subdivision. The improvements will serve all of the lots in the subdivision.	Yes
19.		***Regency Parkway (Segment 3)*** Construct Regency Parkway as a two-lane roadway from the eastern edge of the planned bridge over the creek bisecting the project site to Mangini Parkway.	B	CD (E), PW, FD	The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision	Condition will be satisfied prior to issuance of a building permit.

20.		***Mangini Parkway/Regency Parkway (Driveway 3)*** Construct driveway as shown in (Figure 47 of the November 20, 2019 Transportation Impact Study): • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control.	B	CD (E), PW, FD	The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision	Condition will be satisfied prior to issuance of a building permit.
21.		***East Bidwell Street/Regency Parkway (Driveway 6)*** Modify driveway as shown in (Figure 51 of the November 20, 2019, Transportation Impact Study), unless intersection has been signalized: • Northbound: one through lane and one left turn lane in a 150' pocket with 60' taper; • Southbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Eastbound: one shared lane, plus a 300' northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second NB lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300' acceleration lane); • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers prior approval. • Control: side-street-stop-control.	B	CD (E), PW, FD	The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
22.		***Regency Phase 2 Internal Stop Control*** Stop Control shall be installed at any internal Regency Phase 2 intersections with four (or more) legs as directed by the City Engineer. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer.	B	CD (E), PW, FD	The City Engineer has approved the improvement plans for this subdivision and they include the required stop signs.	Condition will be satisfied prior to issuance of a building permit.

23.		***East Bidwell Street/Mangini Parkway*** Expand the intersection and update signal configuration as follows (Figure 57 of the November 20, 2019 Transportation Impact Study): • NB: One left-turn lane in a 200' pocket with 60' taper, two through lanes, and one right-turn lane in a 150' pocket with a 60' taper (the second through lane should be developed 300' south of the intersection); • SB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150'pocket with 60'taper; • EB and WB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 200'pocket with 60'taper.	B	CD (E), PW, FD	The owner/applicant has constructed these required improvements at the intersection and the City Engineer has formally accepted the required improvements.	Yes
24.		***East Bidwell Street/Alder Creek Parkway*** Reconstruct and modify signal at the East Bidwell Street/Alder Creek Parkway intersection as shown in Figure 59 of the November 20, 2019, Transportation Impact Study: • NB Approach: One U-turn lane in a 150' pocket with a 60' taper, two through lanes, and one right turn lane in a 150' pocket plus 60' taper. • SB Approach: One left turn lane in a 240' pocket plus 60' taper, and two through lanes. The second SB through lane can be dropped south of Old Ranch Way, the estimated taper for merging the two southbound lanes into one should be 660 feet long based on a 55 mph design speed and 12-foot lane width. • WB Approach: One right turn lane, plus one left-turn lane in a 200' pocket plus 60' taper.	B	CD (E), PW, FD	The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

25.		***East Bidwell Street/Savannah Parkway*** Reconstruct the East Bidwell Street/Savannah Pkwy intersection with the following geometry (Figure 61 of the November 20, 2019, Transportation Impact Study): • NB Approach: One through lane and one shared through-right lane with a 150' taper; • SB Approach: One left turn lane in a 150' pocket plus 60' taper, and one through lane; • WB Approach: One left turn lane in a 60' pocket plus 60' taper, and one through lane; • SB departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane shall be in a 300' pocket plus an appropriate taper.	B	CD (E), PW, FD	The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
26.		***Utility Infrastructure*** • Utilities shall be constructed concurrent with the roadway phasing, as deemed appropriate and necessary to support the particular phase by the City Engineer. • A particular development phase may be developed into sub-phases in which the roadway and utility phasing may change. If sub-phasing is proposed, the City Engineer shall determine what roadway and utility improvements are appropriate and necessary to serve the sub-phase.	G, I, M	CD (E), PW, FD	The Community Development Department has reviewed and approved the phasing plan for Phase 2 of the Toll Brothers at Folsom Ranch Regency project. The City Engineer has approved the phasing plan to verify that the proposed roadway and infrastructure is appropriate for each phase.	Yes
27.		***Off-site improvements / Rights of Entry*** For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendments No. 1 and 2 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.	G, I	CD (E)	The owner/applicant has provided copies of fully executed rights-of-entry from privately owned parcels that adjoin the Toll Brothers at Folsom Ranch project. The fully executed rights-of-entry are on file with the Community Development Department.	Yes

28.		***Mine Shaft Remediation*** The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.	G	CD (E)	During the course of grading and construction for the subdivision no mine shafts or tunnels were located or discovered.	Yes
29.		***Prepare Traffic Control Plan.*** Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures: • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.	G	CD (E)	The Community Development Department has reviewed and approved and will review and approve all proposed traffic control plans necessary to construct the required subdivision improvements. Grading and construction of the subdivision improvements commenced in August of 2022 and will continue through to the first quarter of 2024.	Yes

30.		***State and Federal Permits*** The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department.	Yes
31.		***Water Quality Certification*** A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.	G	CD (E)	The owner/applicant has obtained all required State and Federal permits including Section 401 water quality certification and copies are available from the Community Development Department.	Yes
32.		***Landslide /Slope Failure*** The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes
IMPROVEMENT PLAN REQUIREMENTS						

33.		***Improvement Plans*** The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	M	CD (E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes
34.		***Standard Construction Specifications and Details*** Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom *Standard Construction Specifications and Details* and the *Design and Procedures Manual and Improvement Standards*.	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes

35.		***Water and Sewer Infrastructure*** All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met; • The owner/applicant shall provide public sewer and water main easements • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. However, no access road is required within the two pedestrian paseos (Lot BI and BJ) as shown on the Small-Lot Vesting Tentative Subdivision Map) • In no case shall a City-maintained public water or public sewer line be placed on private residential property. • The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom *Standard Construction Specifications and Details*.	I	CD (E)	The owner/applicant has installed all City owned sewer and water infrastructure within the private streets in the subdivision. The outfall trunk sewer line has been installed within easements or planned right of way within future public streets.	Yes

36.		***Lighting Plan*** The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines: • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.	I	CD (P)	The owner/applicant submitted a Lighting Plan for all roadways and this subdivision in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes
37.		***Utility Coordination*** The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.	M	CD (P)(E)	The owner/applicant has coordinated with all various utility agencies. All required utility easements are shown on the final map for this subdivision.	Yes

38.		***Replacing Hazardous Facilities*** The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)	There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
39.		***Future Utility Lines*** All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.	M	CD (E)	All proposed utility service to the lots in this subdivision have been placed underground	Yes
40.		***Water Meter Fixed Network System*** The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection.	Yes
41.		***Vertical Curb*** All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P)(B)	The approved improvement plans for this subdivision include vertical concrete curb in compliance with this condition.	Yes
42.		***Class II Bike Lanes*** All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

43.		**Noise Barriers** Based on the Environmental Noise Assessment (the "2019 Noise Assessment") prepared by Bollard Acoustical Consultants on November 24, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department: • 6-foot-tall solid noise barriers, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway prior to occupancy of any residences adjacent to the aforementioned streets.			The approved landscape plans for East Bidwell Street, Mangini Parkway and White Rock Road include the required sound walls with the required heights.along all of these public streets in accordance with the recommendations of the noted acoustical study.	Yes
	✓	• For the proposed Regency Phase 1 and Phase 2 portions of the project (which are located at the northwest corner of the intersection of White Rock Road and East Bidwell Street and north of White Rock Road in the central portion of the Toll Brothers at Folsom Ranch project site), an 8-foot-tall solid noise barrier, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to White Rock Road. • Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use. • Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.	I, O	CD (E)(P)	The Community Development Department will review and approve all site plans for each and every lot in the subdivision to verify compliance with this condition.	Condition will be satisfied prior to issuance of a building permit.

44.		***Master Plan Updates*** The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Water Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans. The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City. The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom *Standard Construction Specifications and Details,* and the *Design and Procedures Manual and Improvement Standards*. The storm drainage design shall provide for no net increase in run-off under post-development conditions.	G, I	CD(E), EWR, PW	The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department. The storm drainage system for the subdivision provides for no net increase in run-off under post development conditions.	Yes

45.		***Best Management Practices*** The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality." Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.	G, I	CD (E)	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	Yes

46.		***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)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes

FIRE DEPT REQUIREMENTS

47.		***Prepare fuel modification plan (FMP)*** The owner/applicant shall submit a Fuel Modification Plan consistent with the FPA Open Space Management Plan to the City for review and approval by the City. Final approval of the plan shall occur prior to the issuance of a building permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the City for approval prior to implementation. The owner/applicant shall dedicate a 30-foot-wide fuel modification easement(s) for all residential properties located adjacent to open space areas within the development. The owner/applicant shall dedicate easements, if applicable, for the required fuel modification buffer. The fuel modification easement(s) shall be shown on the Final Map. The owner/applicant shall be responsible for the maintenance of the fuel modification areas until such time that the City takes ownership of the open space areas that are to be deeded to the City within the project site.	M, B	CD (P), FD	The Community Development Department, the Fire Department and the Parks & Recreation Department have reviewed and approved the Fuel Modification Plan (FMP) for the subdivision. The fuel modification easement, where applicable, is shown on the final map for this subdivision.	Yes

48.		***All-Weather Access and Fire Hydrants*** The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department. • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed residential portion of the project is determined to be 875 GPM for one hour. • All public streets shall meet City of Folsom Street Standards. • The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30 • The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed. As of September 1, 2023, the City has issued approximately 2600 Certificates of Occupancy in the Folsom Plan Area.	
LANDSCAPE/TREE PRESERVATION REQUIREMENTS						

49.		The owner/applicant shall obtain a tree removal permit, mitigate for removal of protected and heritage trees consistent with the Preliminary Tree Preservation/Removal Exhibit, dated October 13, 2021 and in accordance with Chapter 12.16 of the City of Folsom Municipal Code for Tree Preservation, and minimize indirect impacts to trees to be preserved. This shall include the following: • A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities. • A Mitigation Plan shall be prepared by the owner/applicant to mitigate for the removal of the protected Canopy Oak Trees and Isolated Oak Trees within the development site. The Mitigation Plan for the Isolated Oak Trees shall consist of replacement trees and/or payment of "In-Lieu" fees on a diameter inch bases consistent with 10-14, 10-15 of the FPASP. Replacement trees may be located within the boundaries of the development parcel, a natural parkway, landscape corridor or passive or preserve open space zone, preferably within the Folsom Plan Area. The Mitigation Plan for the Isolated Oak Trees shall be subject to review and approval by the City. The Mitigation Plan for the Canopy Oak Trees shall be consistent with the mitigation requirements established by the Folsom Plan Area Specific Plan. • The Conservation Areas shall be fenced prior to construction. In addition, oak trees to be preserved within the Passive Recreation Open Spaces shall be fenced with high-visibility fencing prior to starting construction. The fencing shall be installed outside the tree preservation zone of oak trees, and shall surround the entirety of the tree preservation zone area. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating	G, I	CD (P)(E)	The owner/applicant obtained a Tree Permit from the Community Development Department for the removal of protected oak trees that were impacted by the grading and construction of Phase 1 of the Toll Brothers at Folsom Ranch project. The Tree Permit was approved prior to commencement of grading and construction in the Summer of 2022. The owner/applicant paid in-lieu fees for the removal of some trees, the City approved a Tree Replacement Plan for another portion of the tree that were removed and preserved existing oak trees in El Dorado County for the remaining mitigation for the total number of protected trees in accordance with this condition. The Conservation Easements within the Phase 2 portion of the subdivision were fenced off around their boundaries in advance of the commencement of grading and construction and the City verified compliance by	Yes

		that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.			inspecting the fence in advance of grading.	
50.		• The owner/applicant shall retain an ISA certified project arborist for implementation of the project. The project arborist shall be responsible for overseeing onsite tree removal and tree preservation. Oak trees located adjacent to construction areas that may be indirectly impacted due to work within or near the Tree Protection Zone shall be identified and tagged by the project arborist during construction activities. The indirectly impacted trees shall be monitored by the project arborist for five years in accordance with the Conceptual Oak Plan and FPASP EIR/EIS Mitigation Measure 3A.3-5. Trees that appear to be dead or dying within five years of project implementation will be replaced as per the requirements of this Plan.	G	CD (P)(E)	The owner/applicant has retained an ISA certified project arborist. The project arborist was on-site during the removal of all protected oak trees and was present during grading within the tree protection zone (TPZ) of those tree that were to be preserved. All of the preserved trees were identified, tagged and TPZ fencing was placed around them prior to commencement of grading in August of 2022.	Yes

51.		***Landscaping Plans*** Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. 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 Toll Brothers project.	B	CD (P)(E)	The Community Development Department is currently reviewing the landscape and streetscape plans for this subdivision. Prior to plan approval, the Community Development Department will review the plans for compliance with this condition.	Condition will be satisfied prior to issuance of a building permit.

52.		***Right of Way Landscaping*** Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.	I, OG	CD (P)	The landscape and irrigation improvements for all open space parcels in the subdivision will be constructed upon completion of the roads and lots that adjoin them.	Yes
MAP REQUIREMENTS						
53.		***Subdivision Improvement Agreement*** Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)	The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes
54.		***The Final Inclusionary Housing Plan*** The Final Inclusionary Housing Plan shall be approved by the City Council, and the Inclusionary Housing Agreement approved by the City Attorney shall be executed prior to recordation of the first Small-Lot Final Map for the Toll Brothers at Folsom Ranch project.	M	CD (P)(E)	The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.	Yes

55.		***Department of Real Estate Public Report*** The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and the CC&R's for the Toll Brothers at Folsom Ranch project the following items: 1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such	M	CD (P) PK	The Community Development Department has reviewed the subdivisions CC & R's and verified that all required disclosures in this condition of approval are included.	Yes

		property within the County zoned for agricultural uses within one mile of the subject property being transferred. 6) The project site is located adjacent to the future JPA Connector which may generate noise impacts during various times including but not limited to evening and nighttime hours.				

56.		***Public Utility Easements*** The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.	Yes
57.		***Final Map Phasing*** Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.	M	CD (E)	The Community Development Department has reviewed and approved the phasing plan for Phase 2B of the Toll Brothers project.	Yes
58.		***Backbone Infrastructure*** As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.	M	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder by separate instrument.	Yes

59.		***New Permanent Benchmarks*** The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer and the new benchmarks have been placed in compliance with this condition of approval.	Yes
60.		***Centralized Mail Delivery Units*** All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.	M	CD (E)	The final map for this subdivision includes the required easement for the placement of centralized mail delivery units. The USPS will provide the owner/applicant with the location of the mail delivery unit and will provide a concrete pad for the placement is the specified location in the subdivision.	Yes
61.		***Recorded Final Map*** Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.	B	CD (E)	The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the CDD prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
62.		***Recorded Final Map*** Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P), FCUSD	The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the FCUSD prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.

63.		***Credit Reimbursement Agreement*** Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.	M	CD (E)	The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the Phase 2B subdivision. The executed agreements are on file with the Community Development Department.	Yes
PARKS AND RECREATION REQUIREMENTS						
64.		Prior to issuance of the 640th overall Regency Active Adult Community building permit (excluding the 45 model home building permits), the owner/applicant shall construct the 0.5-acre dog park. Prior to issuance of the 830th overall Regency Active Adult Community building permit (excluding the 47 model home building permits), the owner/applicant shall construct the 1.2-acre amphitheater park. The location and size of the aforementioned private parks shall be consistent with the location and size depicted on the Small-Lot Vesting Tentative Subdivision Map dated September 17, 2021.	B, OG	CD (E) (P), PR	The Community Development Department and Parks & Recreation Department will monitor the progress of development of the Regency age-restricted project to verify compliance with this condition.	Condition will be satisfied prior to issuance of the 604th and 830th building permits
65.		Prior to the issuance of the last building permit within Regency Phase 2, the owner/applicant shall complete grading of the public trails on Lots H, I, J, and N, and the Class 1 trail parallel to Mangini Parkway on Lots Q and R, as shown on the Toll Brothers Public Trails System Modification Exhibit and the Phase 1 Small-Lot Vesting Tentative Subdivision Map, dated January 24, 2020 and Phase 2 Small-Lot Vesting Tentative Subdivision Map dated September 17, 2021.	B	CD (E) (P), PR	The Community Development Department and Parks & Recreation Department will monitor the progress of development of the Regency age-restricted project to verify compliance with this condition.	Condition will be satisfied prior to issuance of the last building permit in Regency Phase 2

66.		The owner/applicant shall include the maintenance of all graded subdivision trails within the responsibility of the development Homeowner's Association (HOA) until the Open Space and Mangini Parkway are deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of these trails until the transfer of Open Space ownership to the City is complete.	G, I, OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition will be satisfied prior to City acceptance of the Open Space
67.		The owner/applicant shall include the maintenance of all private trail connections within the responsibility of the development Homeowner's Association (HOA) in perpetuity. The City shall not incur any maintenance responsibility or expense as a result of these private trail connections to the public trails within the subdivision.	G, I, OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition will be satisfied prior to City acceptance of the Open Space
68.		The owner/applicant shall include the maintenance of all 86.1-acres of Open Space (Measure W Open Space) and fuel modification buffers, in accordance with the Folsom Plan Area Open Space Master Plan, within the responsibility of the development Homeowner's Association (HOA) until the Open Space is deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of this Open Space until the transfer of Open Space ownership to the City is complete. In addition, the Open Space shall not be deeded to the City until development on both sides adjacent to the Open Space are complete and at such a time the City is ready to take ownership.	OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition will be satisfied prior to City acceptance of the Open Space
69.		Parkland dedications shall be calculated as net acreage.	G, I	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition will be satisfied prior to acceptance of Parkland.

Mitigation Measures						
70.	***Toll Brothers at Folsom Ranch Project Mitigation Monitoring Reporting Program (MMRP).*** Table 1 below describes the mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015), and the Toll Brothers at Folsom Ranch Project.					
No.	**Mitigation Number (Source)**	**Mitigation Measures**	**Timing**	**Responsible Agency**	**Comments**	**Conditioned Satisfied**
Aesthetics						
71-1	**3A.1-1 (FPASP EIR/EIS)**	**Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.** The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.	1. Plans and specifications: before approval of grading plans and building permits 2. Construction: before the approval of occupancy permits associated with residential and commercial units 3. Maintenance: in perpetuity	City of Folsom Community Development Department	The Toll Brothers at Folsom Ranch subdivision does not have any frontage along US HWY 50 and therefore this condition does not apply to the subdivision.	Yes
71-2	**3A.1-4 (FPASP EIR/EIS)**	**Screen Construction Staging Areas.** The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.	The construction staging area for the subdivision is not located near any existing sensitive biological resources, land uses or existing residences. The construction area is shown on the plans for the subdivision and the plans have been approved by the	Yes

		Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.			Community Development Department.	
71-3	**3A.1-5 (FPASP EIR/EIS)**	**Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.** To reduce impacts associated with light and glare, the City shall: ▸ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▸ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall: ▸ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▸ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.	Before approval of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plans for subdivision. The plans are in compliance with the condition of approval	City of Folsom Community Development Department

		▸ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▸ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. ▸ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▸ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ▸ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. ▸ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards. A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the				

		affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).				
Air Quality						
71-4	**3A.2-1a (FPASP EIR/EIS)**	**Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.** To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations. **Basic Construction Emission Control Practices** ▸ 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	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes

		(as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▸ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. **Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas** ▸ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▸ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▸ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. Enhanced Fugitive PM Dust Control Practices – Unpaved Roads ▸ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▸ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▸ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. **Enhanced Exhaust Control Practices**				

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

		percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations. ▸ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.				
71-5	**3A.2-1b (FPASP EIR/EIS)**	**Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO_X Emissions Generated by Construction of On-Site Elements.** Implementation of the project or the other four other action alternatives would result in construction-generated NO_X emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NO_X emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO_X emissions to a less-than-significant level (i.e., less than 85 lb/day). All NO_X emission reductions and increases associated with GHG mitigation shall	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes

		be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NO_X that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO_X emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of NO_X plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from $517,410 to $824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are		off-site mitigation fee to SMAQMD.		

		made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)				
71-6	**3A.2-1c (FPASP EIR/EIS)**	Analyze and Disclose Projected PM_{10} Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM_{10} to disclose what PM_{10} concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM_{10} emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.	Before the approval of all grading plans by the City.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes
71-7	**3A.2-2 (FPASP EIR/EIS)**	**Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.** To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022.	Yes

		prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.			The compliance table is on file with the City.	
71-8	**3A.2-4a (FPASP EIR/EIS)**	**Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.** The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans. The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases. The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes
71-9	**3A.2-4b (FPASP EIR/EIS)**	**Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.** The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants. ▸ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0.	Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022.	Yes

		▸ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. ▸ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. ▸ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005. ▸ Implement the following additional guidelines, which are recommended in ARB's Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory: ▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines. ▪ Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of			The compliance table is on file with the City.	

		each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other.				
71-10	**3A.2-5 (FPASP EIR/EIS)**	**Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.** A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentinite) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The owner/applicant obtained approval for an Asbestos Dust Mitigation Plan from the SMAQMD prior to commencement of grading and construction in the Summer of 2022. The approved Asbestos Dust Mitigation Plan is on file with the Community Development Department.	Yes
71-11	**3A.2-6 (FPASP EIR/EIS)**	**Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.** The project applicant(s) for any particular discretionary development application shall implement the following measures: ▸ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to	Yes

		potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors. ▸ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.) ▸ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature. ▸ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. ▸ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors.			commencement of grading and construction in the Summer of 2022. This subdivision is residential and is not adjacent to any odorous land uses and is not adjacent to the future Corporation Yard.	

		▸ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.) ▸ Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)				
Biological Resources						
71-12	**3A.3-1a (FPASP EIR/EIS)**	**Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.** To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Public Works Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline	Yes

		Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality." The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit. In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water			modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB. There are no off-site elements outside the City limits for this subdivision.	

		quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality." Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard. See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.				

71-13	**3A.3-1b (FPASP EIR/EIS)**	**Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the U.S., and Waters of the State.** Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct discretionary development entitlement, the project applicant(s) for any particular discretionary development application requiring fill of wetlands or other waters of the U.S. or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the respective phase. For each respective discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, including waters of the state, that potentially support Federally listed species. The project applicant(s) shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that development increment. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the project on behalf of the project applicant(s). Before any ground-disturbing activities in an area that would adversely affect wetlands and before engaging in mitigation activities associated with each discretionary development entitlement, the project applicant(s) shall submit the draft wetland MMP to USACE, the Central Valley RWQCB, Sacramento County, El Dorado County, and the City for review	Before the approval of grading or improvement plans or any ground disturbing activities for any project development phase containing wetland features or other waters of the U.S. The MMP must be approved before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after construction, as required.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB. The owner/applicant has recorded Declarations of	Yes

		and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be finalized prior to impacting any wetlands. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. As part of the MMP, the project applicant(s) shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset and replace the aquatic functions and services that would be lost at the SPA, account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the SPA because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced. The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and USACE's October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions. According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. The use of mitigation credits also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA, 2008). Permittee-responsible on-site mitigation areas can be exposed to			Covenants & Restrictions (DCR's) in compliance with the requirements of the USACE permit. The DCR's are shown on the final map.	

		long-term negative effects of surrounding development since they tend to be smaller and less buffered than mitigation banks. The Final Rule also establishes a preference for a "watershed approach" in selecting locations for compensatory mitigation project locations, that mitigation selection must be "appropriate and practicable" and that mitigation banks must address watershed needs based on criteria set forth in the Final Rule. The watershed approach accomplishes this objective by expanding the informational and analytic basis of mitigation project site selection decisions and ensuring that both authorized impacts and mitigation are considered on a watershed scale rather than only project by project. This requires a degree of flexibility so that district engineers can authorize mitigation projects that most effectively address the case-specific circumstances and needs of the watershed, while remaining practicable for the permittee. The SPA includes portions of the Alder Creek, Buffalo Creek, Coyote Creek, and Carson Creek Watersheds. The majority of the SPA is within the Alder Creek Watershed. Alder Creek and Buffalo Creek are part of the Lower American River Watershed. Carson Creek and Coyote Creek are part of the Cosumnes River Watershed. Mitigation credits may be available within the Cosumnes Watershed, but not within the American River Watershed and not within the sub-watersheds of the SPA. Therefore, aquatic habitats may need to be restored or created on the SPA and adjacent off-site lands, preferably within the affected watersheds, in order to successfully replace lost functions at the appropriate watershed scale where loss of function would occur. It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site. Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard. The SPA is located within the service areas of several approved mitigation banks (e.g., Bryte Ranch, Clay Station, Fitzgerald Ranch, and Twin City Mitigation Bank). The majority of compensatory mitigation for wetland impacts is proposed to be accomplished at an agency approved mitigation bank or banks authorized to sell credits to offset impacts in the SPA. The				

		applicants' biological consultant, ECORP, has identified availability of approximately 31 vernal pool credits and 228 seasonal wetland credits at mitigation banks whose service area includes the SPA. Additional credits may also be available from pending, but not yet approved, mitigation banks. However, availability is subject to change and, as noted above, a combination of mitigation bank credits and permittee-responsible on and off-site mitigation may be necessary to fully offset project impacts on wetlands and other waters of the U.S. If USACE determines that the use of mitigation bank credits is not sufficient mitigation to offset impacts within the SPA, the October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions requires USACE to specifically demonstrate why the use of bank credits is not acceptable to USACE in accordance with Section 33 CFR 332.3(a)(1). Compensatory mitigation for losses of stream and intermittent drainage channels shall follow the Final Rule Guidelines, which specify that compensatory mitigation should be achieved through in-kind preservation, restoration, or enhancement within the same watershed, subject to practicability considerations. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal swale, seasonal wetland, seep, marsh, pond, and intermittent and perennial stream habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following: ▸ Compensatory mitigation sites and criteria for selecting these mitigation sites. In General, compensatory mitigation sites should meet the following criteria, based on the Final Rule; ▪ located within the same watershed as the wetland or other waters that would be lost, as appropriate and practicable; ▪ located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity,				

		habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses, and the likelihood for success and sustainability; ▸ A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other appropriate wetland assessment protocol as determined through consultation with USACE and the USFWS, to establish baseline conditions; ▸ Specific creation and restoration plans for each mitigation site; ▸ Use of CRAM to compare compensatory wetlands to the baseline CRAM scores from wetlands in the SPA. The compensatory wetland CRAM scores shall be compared against the highest quality wetland of each type from the SPA; ▸ CRAM scores, or other wetland assessment protocol scores, from the compensatory wetlands shall be compared against the highest quality wetland scores for each wetland type to document success of compensatory wetlands in replacing the functions of the affected wetlands to be replaced; ▸ Monitoring protocol, including schedule and annual report requirements, and the following elements: ▪ ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable; ▪ assessments conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland				

		functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. ▪ assessments results for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year; ▪ assessments analysis conducted annually for 5 years after any construction adjacent to wetlands preserved on the SPA to determine whether these areas are retaining functions and values. Assessments results for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year; ▪ analysis of assessments data, including assessment of potential stressors, to determine whether any remedial activities may be necessary; ▪ corrective measures if performance standards are not met; ▪ monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site "matures" over time; ▪ GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat; ▪ adaptive management measures to be applied if performance standards and acreage requirements are not being met; ▪ responsible parties for monitoring and preparing reports; and ▪ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. A final operations and management plan (OMP) for all on- and off-site permittee-sponsored wetland preservation and mitigation areas shall be prepared and submitted to USACE				

		and USFWS for review, comment and preliminary approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). A final OMP for each discretionary development entitlement affecting wetlands must be approved prior to construction. USACE has determined that the project will require an individual permit. In its final stage and once approved by USACE, the MMP for the project is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the U.S., including jurisdictional wetlands. In addition to USACE approval, approval by the City, Sacramento County, El Dorado County, and the Central Valley RWQCB, as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes, will also be required. Approvals from Sacramento County and El Dorado County shall be required for impacts resulting from off-site project elements occurring in these counties, such as the off-site detention basin in Sacramento County and the roadway connections into El Dorado County. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA. Water quality certification pursuant to Section 401 of the CWA will be required before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the				

		project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).				
71-14	**3A.3-2B (FPASP EIR/EIS)**	**Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.** To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required. If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes

		If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.				
71-15	**3A.3-2b (FPASP EIR/EIS)**	**Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan.** To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below. Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist. The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality,	Before the approval of grading, improvement, or construction plans and before any ground disturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes

		availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land. Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat. The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation				

		organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement. The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement. If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s).				

		Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).				
71-16	**3A.3-2c (FPASP EIR/EIS)**	**Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.** To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins. If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes

71-17	**3A.3-2d (FPASP EIR/EIS)**	**Avoid and Minimize Impacts to Special-Status Bat Roosts.** The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required. If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes
71-18	**3A.3-2g (FPASP EIR/EIS)**	**Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions.** No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with	Before the approval of any grading or improvement plans, before any ground disturbing activities within 250 feet of said	U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance	Yes

		approval from USFWS), until a biological opinion (BO) or Not Likely to Adversely Affect (NLAA) letter has been issued by USFWS and the project applicant(s) for any particular discretionary development entitlements affecting such areas have abided by conditions in the BO (including conservation and minimization measures) intended to be completed before on-site construction. Conservation and minimization measures shall include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements. As described under Mitigation Measure 3A.3-1a, an MMP shall be developed that describes details how loss of vernal pool and other wetland habitats shall be offset, including details on creation of habitat, account for the temporal loss of habitat, contain performance standards to ensure success, and outline remedial actions if performance standards are not met. The project applicant(s) for any particular discretionary development application potentially affecting vernal pool habitat shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be consistent with guidance provided in Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California (USFWS 1996) or shall provide an alternative approach that is acceptable to the City, USACE, and USFWS and accomplishes no net loss of habitat acreage, function, and value. The project applicant(s) for any particular discretionary development application "potentially affecting vernal pool habitat" shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. This standard shall be accomplished by requiring the project applicant(s) for any discretionary development application affecting vernal pool or seasonal wetland habitat to identify the	habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and/or BMPs.	Wildlife Service; and City of Folsom Community Development Department	with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	

		extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve acreage of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat at a ratio approved by USFWS at the conclusion of the Section 7 consultation. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and before any ground disturbing activity within 250 feet of the habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS. The project applicant(s) will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan (i.e., if impacts on specific habitat acreage are mitigated by one project phase or element, the project applicant(s) will not be required to mitigate for it again in another phase of the project). A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, “Hydrology and Water Quality - Land” for the details of BMPs to be implemented. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).				
71-19	**3A.3-4a (FPASP EIR/EIS)**	**Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement.** The project applicant(s) for any particular discretionary development application shall obtain a Section 1602 streambed alteration	Before the approval of grading or improvement plans or any construction	California Department of Fish and Game and	The City and its Environmental Compliance Consultant (Helix) have reviewed	Yes

		agreement from DFG for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds on the SPA. As a condition of issuance of the streambed alteration agreement, the project applicant(s) for any particular discretionary development application affecting riparian habitat shall hire a qualified restoration ecologist to prepare a riparian habitat MMP. The draft MMP shall describe specific method(s) to be implemented to avoid and/or compensate for impacts on the stream channel of Alder Creek and other drainage channels within DFG jurisdiction, and the bed and banks of the on-site ponds. Mitigation measures may include establishment or restoration of riparian habitat within the project's open space areas along preserved stream corridors, riparian habitat restoration off-site, or preservation and enhancement of existing riparian habitat either on or off the SPA. The compensation habitat shall be similar in composition and structure to the habitat to be removed and shall be at ratios adequate to offset the loss of riparian habitat functions and services at the SPA. The riparian habitat compensation section of the habitat MMP shall include the following: ▸ compensatory mitigation sites and criteria for selecting these mitigation sites; ▸ complete assessment of the existing biological resources in both the on-site and off-site preservation and restoration areas; ▸ site-specific management procedures to benefit establishment and maintenance of native riparian plant species, including black willow, arroyo willow, white alder, and Fremont cottonwood; ▸ a planting and irrigation program if needed for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting);	activities (including clearing and grubbing) that affect the bed and bank or riparian and freshwater marsh habitat associated with Alder Creek and other on-site or off-site drainage channels and ponds.	City of Folsom Community Development Department	all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	

		▸ in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; ▸ monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years); ▸ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved; ▸ corrective measures if performance standards are not met; ▸ responsible parties for monitoring and preparing reports; and ▸ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. Any conditions of issuance of the Streambed Alteration Agreement shall be implemented as part of project construction activities that adversely affect the bed and bank and riparian habitat associated with Alder Creek and other drainage channels and ponds that are within the project area that is subject to DFG jurisdiction. The agreement shall be executed by the project applicant(s) and DFG before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of Alder Creek and other on-site or off-site drainage channels under DFG jurisdiction and their associated freshwater marsh and riparian habitat.				

		Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with the Caltrans.				
71-20	**3A.3-4b (FPASP EIR/EIS)**	**Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation.** The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements. If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage: establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes

71-21	**3A.3-5 (FPASP EIR/EIS)**	**Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained On Site.** The project applicant(s) shall prepare an oak woodland mitigation and monitoring plan. The project applicant(s) of all on- and off-site project phases containing oak woodland habitat or individual trees shall adhere to the requirements described below, which are consistent with those outlined in California Public Resources Code 21083.4. Pursuant to Sacramento County General Plan policy, the acreage of oak woodland habitat for determining impacts and mitigation requirements was calculated as the oak tree canopy area within stands of oak trees having greater than 10% cover plus a 30-foot-radius buffer measured from the outer edge of the tree canopy. Oak trees located in areas greater than 30 feet from stands meeting the greater than 10% tree canopy cover criterion were considered isolated trees and not part of the blue oak woodland community. Mitigation for impacts on isolated oak trees is discussed separately below. ▸ Preserve approximately 399 acres of existing oak woodland habitat in the SPA (this acreage is based on the extent of oak woodland habitat as determined from aerial photograph interpretation; however, following completion of ground verification by a qualified arborist, the actual amount of oak woodland present within impact areas could be slightly greater or lesser than the amount calculated from aerial photograph and, therefore, the amount preserved could also be slightly greater or lesser than 399 acres). ▸ Create 243 acres of oak woodland habitat in the SPA by planting a combination of blue oak acorns, seedlings, and trees in the following SPA locations: ▪ Non-wooded areas that are adjacent to or contiguous with the existing oak woodland habitat.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees or oak woodland.	City of Folsom Community Development Department	The owner/applicant obtained a Tree Permit from the Community Development Department for the removal of protected oak trees that were impacted by the grading and construction of Phase 3 of the Toll Brothers at Folsom Ranch project. The Tree Permit was approved prior to commencement of grading and construction in the Summer of 2022. The owner/applicant paid in-lieu fees for the removal of some trees, the City approved a Tree Replacement Plan for another portion of the tree that were removed and preserved existing oak trees in El Dorado County for the remaining mitigation for the total number of protected trees in accordance with this condition.	Yes

		▪ Preserve and passive open space zones throughout the SPA. ▪ Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes). ▪ Other practical locations within the SPA in or adjacent to open space. ▪ Oak Woodlands Mitigation Planting Criteria The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat: ▸ A minimum of 55 planting sites per acre (with a total of 70 units, as defined below) will mitigate for one acre of oak woodland impacts. A combination of acorns, seedlings, and various sizes of container trees (#1 container, #5 container, #15 container) or transplanted trees shall be incorporated into the planting design. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have a minimum of 35 planting sites per acre. The units are defined as follows: ▪ One established acorn equals one unit (acorns will be over planted to maximize potential germination). ▪ One oak seedling equals one unit. ▪ One #1 container oak tree equals two units. ▪ One #5 container oak tree equals three units. ▪ One #15 container oak tree equals four units. ▪ One 24-inch boxed oak tree equals six units. ▪ One transplanted oak tree equals four units per trunk diameter inch (dbh). ▪ Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees,			The Conservation Easements within the Phase 3 portion of the subdivision were fenced off around their boundaries in advance of the commencement of grading and construction and the City verified compliance by inspecting the fence in advance of grading.	

		but non oak species shall comprise no more than 10% of the mitigation plantings. ▸ Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of onsite mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity. ▸ Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s), if needed to achieve the creation goal of 243 acres of new blue oak woodland habitat. This measure would only be needed if 243 acres of blue oak woodland could not be created in the SPA. Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for onsite creation. Off-site tree planting shall occur at sites within Sacramento County that should naturally support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in species composition and densities similar to those in the SPA prior to project development. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity. ▸ The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a minimum of eight years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced in sufficient numbers to achieve 80% survival rate for planted trees by the end of the eight-year maintenance and monitoring period. Dead and dying trees				

		shall be replaced and monitoring continued until 80% survivorship is achieved. Security acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria. **Isolated Oak Tree Mitigation** The project applicant(s) of all on-site project phases containing oak woodland habitat or isolated trees and the off-site Prairie City Road and Oak Avenue interchange improvements to U.S. 50; Rowberry Drive Overcrossing; and the underground sewer force main shall develop a map depicting the tree canopy of all oak trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a plan, as set forth Section 10 of the Folsom Plan Area Specific Plan (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the project applicants and agreed upon by the City: ▸ Project applicant(s) of projects containing isolated oak trees shall retain a certified arborist or registered professional forester to perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual				

		trees shall be assessed according to the American Society of Consulting Arborists rating system with the following added explanations: ▪ 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species. ▪ 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted. ▪ 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated. ▪ 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed. ▪ 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in non-reversible decline. This rating is assigned to a tree that has structural and/or health problems that no amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees.				

		▪ 0 = Dead – the tree has no significant signs of life (dead or very close to being dead). **Isolated Oak Tree Mitigation Planting Criteria** ▸ The determination for whether an isolated tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows: ▪ Trees rated 0 or 1 may be removed with no mitigation. ▪ Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation. ▪ Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation. ▪ Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 3 to 5 shall be retained, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. ▪ Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result. ▪ Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result. ▪ Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small				

		Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria: ▸ Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed: ▪ half of a 24-inch box tree; ▪ one #15 container tree; ▪ two #5 container trees; or ▪ $150 in-lieu payment or other fee set by City Council Resolution. ▸ The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in an form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project				

		applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement. ▸ To avoid and minimize indirect impacts on protected trees to remain on the SPA, the project applicant(s) of all affected project phases shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained on the SPA during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas bust must be installed so that the drip lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation. Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the project applicant(s) can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department (for County off-site impacts only) and/or the City of Folsom. Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with Caltrans.				
71-22	**WS-1 (Addendum)**	**Conduct Environmental Awareness Training for Construction Employees.** Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees.	Before approval of grading or improvement plans or any ground disturbing activities, including	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions	Yes

		The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment. The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.	grubbing or clearing, for any project phase.		and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	
71-23	**WS-2 (Addendum)**	**Conduct Preconstruction Western Spadefoot Survey.** The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction western spadefoot survey within 48 hours of the initiation of construction activity within suitable tadpole habitat (e.g., vernal pools, seasonal wetlands, and drainages with standing water) for western spadefoot. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If western spadefoot individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable tadpole habitat.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes

71-24	**NWPT-1 (Addendum)**	**Conduct Preconstruction Northwestern Pond Turtle Survey.** The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction northwestern pond turtle survey within 48 hours of the initiation of construction activity within suitable habitat for northwestern pond turtle. If no northwestern pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If northwestern pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable northwestern pond turtle habitat.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes
71-25	**NB-1 (Addendum)**	**Preconstruction Nesting Bird Survey.** The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August). If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes
Cultural and Tribal Cultural Resources						
71-26	**3A.5-1a (Addendum)**	**Comply with the Programmatic Agreement.** The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those	During all construction phases	City of Folsom Community Development Department;	On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes	Yes

		adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.		U.S. Army Corp of Engineers;	and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department.	
71-27	**3A.5-1b (Addendum)**	**Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.** These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions: ▸ The project applicant shall retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department	On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department.	Yes

		sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate. ▸ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements. ▸ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS. ▸ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800. ▸ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of				

		data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS. ▸ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment. ▸ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).				
71-28	**3A.5-2 (Addendum)**	**Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.** To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following: ▸ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers	On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its	Yes

		as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▸ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▸ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the			pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department. Compliance with this condition is monitored through construction inspection.	

		affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included. The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor. If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures: ▸ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery. ▸ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE				

		makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.				
71-29	**3A.5-3 (Addendum)**	**Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.** In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department	There have been no human remains discovered during the course of grading and construction in the project.	Yes

		Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements: ▸ record the site with the NAHC or the appropriate Information Center, ▸ use an open-space or conservation zoning designation or easement, or ▸ record a reinternment document with the county. The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide				

		measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.				
Geology and Soils						
71-30	**3A.7-1a (FPASP EIR/EIS)**	Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following: ▸ site preparation; ▸ soil bearing capacity; ▸ appropriate sources and types of fill; ▸ potential need for soil amendments; ▸ road, pavement, and parking areas; ▸ structural foundations, including retaining-wall design; ▸ grading practices; ▸ soil corrosion of concrete and steel; ▸ erosion/winterization; ▸ seismic ground shaking; ▸ liquefaction; and	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	The owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes

		▸ expansive/unstable soils. In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.				
71-31	**3A.7-1b (FPASP EIR/EIS)**	**Monitor Earthwork during Earthmoving Activities.** All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	Compliance with this condition has been monitored through construction inspection by the City.	Yes
71-32	**3A.7-3 (FPASP EIR/EIS)**	**Prepare and Implement the Appropriate Grading and Erosion Control Plan.** Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent	Before the start of construction activities.	City of Folsom Community Development Department	Compliance with this condition has been monitored through construction inspection by the City.	Yes

		with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases. For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development. For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin. The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by				

		installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties). Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.				
71-33	**3A.7-5 (FPASP EIR/EIS)**	**Divert Seasonal Water Flows Away from Building Foundations.** The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.	Before and during earthmoving activities.	City of Folsom Community Development Department	The Community Development Department has reviewed and all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
71-34	**3A.7-10 (FPASP EIR/EIS)**	**Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.** To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following: ▸ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▸ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).				
Greenhouse Gas Emissions and Climate Change						
71-35	**3A.4-1 (FPASP EIR/EIS)**	**Implement Additional Measures to Control Construction-Generated GHG Emissions.** To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g.,	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022.	Yes

		concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process. SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following: ▸ Improve fuel efficiency from construction equipment: ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains).			The compliance table is on file with the City.	

		▸ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ▸ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO_X] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b). ▸ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▸ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▸ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▸ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▸ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▸ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▸ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).				

		▸ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.				
71-36	**3A.4-2b (FPASP EIR/EIS)**	**Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.** The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	City of Folsom Community Development Department	The owner/applicant worked with an organization Urban Wood Rescue which is a program in association with the Sacramento Tree Foundation that makes wood products from large trees that are removed as a result of development. The owner/applicant provided most of the large trees that were removed as a part of the grading and construction for the project to Urban Wood Rescue and they made table, furniture, etc. from the trees that were provided. The remaining trees and tree canopy was mulched by the owner/applicant and is stored on site to use as mulch in the landscape areas throughout the project. No removed trees were transported to the landfill in accordance	Yes

		woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.			with this condition of approval.	
		Hazards and Hazardous Materials				
71-37	**3A.8-2 (FPASP EIR/EIS)**	**Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.** The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas. The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances: ▸ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and	Before and during earth moving activities	City of Folsom Community Development Department	The subdivision is not within any identified area where contaminated groundwater is present. Therefore there is no required Phase 1 or Phase 2 Environmental Assessment required.	Yes

		disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ▸ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. ▸ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).				

71-38	**3A.8-6 (FPASP EIR/EIS)**	**Prudent Avoidance and Notification of EMF Exposure.** Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line , or within 150 feet from the 220-230 kV power line . The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.	At the submission of tentative map applications.	City of Folsom Community Development Department	There are no overhead powerlines existing within this subdivision and all proposed and future utility lines to serve this subdivision will be placed underground in accordance with the subdivision's conditions of approval.	Yes
71-39	**3A.8-7 (FPASP EIR/EIS)**	**Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.** To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components: ▸ Description of the project.	Before issuance of grading permits for the project water features.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.	Yes

		▸ Description of detention basins and all water features and facilities that would control on-site water levels. ▸ Goals of the plan. ▸ Description of the water management elements and features that would be implemented, including: ▪ BMPs that would implemented on-site; ▪ public education and awareness; ▪ sanitary methods used (e.g., disposal of garbage); ▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and ▪ stormwater management (consistent with Stormwater Management Plan). ▸ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following: ▸ build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; ▸ perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; ▸ design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;				

		▸ coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; ▸ enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; ▸ if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg–laying (female mosquitoes can fly through pipes); and ▸ design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).				
Hydrology and Water Quality						
71-40	**3A.9-1 (FPASP EIR/EIS)**	**Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.** Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify: ▸ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The	Yes

		area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences ▸ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ▸ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▸ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▸ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ▸ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▸ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below. ▸ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of			Owner/applicant has submitted monthly reports to the City and SRWQCB.	

		construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ▸ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▸ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. A copy of the approved SWPPP shall be maintained and available at all times on the construction site. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).				
71-41	**3A.9-2 (FPASP EIR/EIS)**	**Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.** Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of	Yes

		be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodfication impacts. The plans shall include, but not be limited to, the following items: ▸ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; ▸ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▸ a description of the proposed maintenance program for the on-site drainage system; ▸ project-specific standards for installing drainage systems; ▸ City and El Dorado County flood control design requirements and measures designed to comply with them; Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following: ▸ use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);			BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	

		▸ enlarged detention basins to minimize flow changes and changes to flow duration characteristics; ▸ bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; ▸ minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and ▸ minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department). Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.				
71-42	**3A.9-3 (FPASP EIR/EIS)**	**Develop and Implement a BMP and Water Quality Maintenance Plan.** Before approval of the grading permits for any development project requiring a subdivision map, a	Prepare plans before the issuance of grading permits for all project	City of Folsom Community	The Owner/applicant has received a NPDES permit from the State	Yes

		detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below. ▸ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▸ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the ’“Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004). ▸ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ▸ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. ▸ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:	phases and off-site elements and implementation throughout project construction.	Development Department and Public Works Department	Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB. The owner/applicant has prepared storm drain design reports and provided storm drain calculations for all of the proposed storm drainage features and detention/water quality and hydromodification basins necessary to serve this subdivision. These reports have been reviewed and approved by the Community Development and Public Works Departments.	

		▪ surface swales; ▪ replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); ▪ impervious surfaces disconnection; and ▪ trees planted to intercept stormwater. New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.				
71-43	**3A.9-4 (FPASP EIR/EIS)**	**Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.** Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.	Prior to submittal to the City of tentative maps or improvement plans.	City of Folsom Public Works Department	There are no existing or proposed dams upstream from this subdivision and therefore there is no requirement to perform the analysis required in this condition of approval.	Yes

Noise and Vibration						
71-44	**3A.11-1 (FPASP EIR/EIS)**	**Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.** To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below: ▸ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. ▸ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▸ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▸ All motorized construction equipment shall be shut down when not in use to prevent idling. ▸ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site). ▸ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection.	Yes

		sensitive receptors are located within close proximity to future construction activities. ▸ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. ▸ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). ▸ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. ▸ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom.				

		Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.				
71-45	**3A.11-3 (FPASP EIR/EIS)**	**Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.** ▸ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors. ▸ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors. ▸ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California. ▸ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast. ▸ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.	Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento	City of Folsom Community Development Department	Blasting has been necessary throughout the course of grading and construction in this subdivision. The blasting has not been within 2000 feet of any sensitive receptor. The blasting contractor has obtained a blasting permit from the City and the Community Development Department has verified compliance with the permit through construction inspection.	Yes
71-46	**3A.11-5 (FPASP EIR/EIS)**	**Implement Measures to Reduce Noise from Project-Generated Stationary Sources.** The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor: ▸ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All	Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.	City of Folsom Community Development Department	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection.	Yes

		electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ▸ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. ▸ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. ▸ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.			There are no sensitive receptors within 600 feet of any on-going construction and grading activity in the subdivision.	

71-47	**4.13-1 (Addendum)**	**Exterior Traffic Noise Reduction Measures** Prior to building occupancy, the project applicant shall design and construct noise barriers, as detailed below, to reduce traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn. ▸ 6-foot tall solid noise barriers, relative to backyard elevations, shall be constructed along all property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway. ▸ For the proposed Traditional Subdivisions portion of the project, a 7-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road. ▸ For the proposed Regency at Folsom Ranch Phase 1 and Phase 2 portions of the project, an 8-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road. Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use. Barrier height requirements are based on a property boundary setback of 117-122 feet from the ultimate alignment of White Rock Road under the approved Capital Southeast Connector project. If 90 days prior to pulling building permits for the Toll Brothers site, it is determined that there is no evidence that the White Rock Road improvements are funded and moving forward, as described under the approved Capital Southeast Connector project, the project applicant shall obtain the services of a noise consultant to reconduct a site-specific acoustical analysis based on the actual property boundary setback to determine the appropriate noise reduction measures	Prior to building occupancy	City of Folsom Community Development Department	The landscape and streetscape plans for the subdivision include the required masonry walls in the required height and required locations. The Community Development Department will monitor compliance during construction and verify that the sound walls are complete prior to issuance of a Certificate of Occupancy in the subdivision.	Condition will be satisfied prior to issuance of a C of O in the appropriate phase of development of the project.

		to reduce traffic noise levels in accordance with adopted City of Folsom noise standards.				
71-48	**4.13-2 (Addendum)**	**Interior Traffic Noise Reduction Measures** Prior to building occupancy, the project applicant shall ensure the following construction design features have been implemented. ▸ For the first-row of homes located along White Rock Road, the west-, south-, and east-facing upper-floor building facades shall maintain minimum window assembly STC ratings of 34. ▸ Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.	Prior to building occupancy	City of Folsom Community Development Department	The Community Development Department will monitor compliance during construction and verify that the sound walls are complete prior to issuance of a Certificate of Occupancy in the subdivision.	Condition will be satisfied prior to issuance of a C of O in the appropriate phase of development of the project.
Public Services						
71-49	**3A.14-1 (FPASP EIR/EIS)**	**Prepare and Implement a Construction Traffic Control Plan.** The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department	The Community Development Department has reviewed and approved all traffic control plans required for the construction of both off-site and on-site improvements for this subdivision to verify compliance with City ordinances and to minimize delays to the travelling public. There are no off-site elements outside the City	Yes

		project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).			limits for this subdivision.	
71-50	**3A.14-2 (FPASP EIR/EIS)**	**Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.** To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below. 1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code. 2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits. In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.

		is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA. 3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval. 4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor. The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.				
71-51	**3A.14-3 (FPASP EIR/EIS)**	**Incorporate Fire Flow Requirements into Project Designs.** The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building	Condition will be satisfied prior to issuance of a building permit.

					permit issuance in the subdivision.	
Traffic and Transportation						
71-52	**3A.15-1a (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).** To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-53	**3A.15-1b (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).** To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-54	**3A.15-1c (FPASP EIR/EIS)**	**The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).** To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and	Condition will be satisfied prior to issuance of a building permit.

					Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
71-55	**3A.15-1e (FPASP EIR/EIS)**	**Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection** **(Intersection 41).** To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-56	**3A.15-1f (FPASP EIR/EIS)**	**Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection** **(Intersection 44).** To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

71-57	**3A.15-1h (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).** To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-58	**3A.15-1i (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).** Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).				
71-59	**3A.15-1j (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).** To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-60	**3A.15-1l (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).** To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	El Dorado County Department of Transportatio n	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees	Condition will be satisfied prior to issuance of a building permit.

		The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).	determine during which project phase the improvement should be built.		(SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
71-61	**3A.15-1o (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50** Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportatio n	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-62	**3A.15-1p (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).** To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportatio n and the City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	Condition will be satisfied prior to issuance of a building permit.

		Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).			building permit issuance in this subdivision.	
71-63	**3A.15-1q (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.	Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-64	**3A.15-1r (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees	Condition will be satisfied prior to issuance of a building permit.

		The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).		Transportation	collected prior to building permit issuance in this subdivision.	
71-65	**3A.15-1s (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
71-66	**3A.15-1u (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
71-67	**3A.15-1v (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary	Before project build out. A phasing analysis should be performed prior to approval of the first	City of Rancho Cordova Department of Public	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan	Condition will be satisfied prior to issuance of a building permit

		lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	subdivision map to determine during which project phase the improvement should be built.	Works and Sacramento County Department of Transportatio n	Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
71-68	**3A.15-1w (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportatio n	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
71-69	**3A.15-1x (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportatio n	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit

		applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).				
71-70	**3A.15-1y (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
71-71	**3A.15-1z (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
71-72	**3A.15-1aa (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic	Condition will be satisfied prior to issuance of a building permit

		Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	which project phase the improvement should be built.		Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
71-73	**3A.15-1dd (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
71-74	**3A.15-1ee (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit

71-75	**3A.15-1ff (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportatio n	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
71-76	**3A.15-1gg (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportatio n	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
71-77	**3A.15-1hh (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportatio n	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	Condition will be satisfied prior to issuance of a building permit

		applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).			building permit issuance in this subdivision.	
71-78	**3A.15-1ii (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-79	**3A.15-2a (FPASP EIR/EIS)**	Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.				
71-80	**3A.15-2b (FPASP EIR/EIS)**	**Participate in the City's Transportation System Management Fee Program.** The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-81	**3A.15-2c (FPASP EIR/EIS)**	**Participate with the 50 Corridor Transportation Management Association.** The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-82	**3A.15-3 (FPASP EIR/EIS)**	**Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.** In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County	Condition will be satisfied prior to issuance of a building permit.

					Wide Transportation fees collected prior to building permit issuance in this subdivision.	
71-83	**3A.15-4a (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).** To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-84	**3A.15-4b (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).** To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-85	**3A.15-4c (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).** To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and	Condition will be satisfied prior to issuance of a building permit.

		funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	the improvement should be built.		Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
71-86	**3A.15-4d (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).** To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-87	**3A.15-4e (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).** To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-88	**3A.15-4f (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).** To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes,	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic	Condition will be satisfied prior to issuance of a building permit.

		and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	which project phase the improvement should be built.		Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
71-89	**3A.15-4g (FPASP EIR/EIS)**	**The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).** To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-90	**3A.15-4i (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).** To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees	Condition will be satisfied prior to issuance of a building permit.

		acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).			collected prior to building permit issuance in this subdivision.	
71-91	**3A.15-4j (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).** To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-92	**3A.15-4k (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8)**. To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.				
71-93	**3A.15-4l (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).** To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportatio n.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-94	**3A.15-4m (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).** To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportatio n.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).				
71-95	**3A.15-4n (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).** To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportatio n.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-96	**3A.15-4o (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).** To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportatio n.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-97	**3A.15-4p (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).** To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan	Condition will be satisfied prior to issuance of a building permit.

		be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	subdivision map to determine during which project phase the improvement should be built.	Transportatio n.	Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
71-98	**3A.15-4q (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).** To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportatio n.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-99	**3A.15-4r (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).** To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportatio n.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).				
71-100	**3A.15-4s (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).** To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-101	**3A.15-4t (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).** To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	Condition will be satisfied prior to issuance of a building permit.

		to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).			building permit issuance in this subdivision.	
71-102	**3A.15-4u (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
71-103	**3A.15-4v (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).				
71-104	**3A.15-4w (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).** To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportatio n.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.
71-105	**3A.15-4x (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportatio n.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.
71-106	**3A.15-4y (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan	Condition will be satisfied prior to issuance of a building permit.

		westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	subdivision map to determine during which project phase the improvement should be built.	Transportation.	Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	
71-107	**4.17-1 (Addendum)**	**East Bidwell Street/Regency Parkway (Driveway #6).** Prior to buildout of the Toll Brothers Site, the project applicant shall construct the intersection as shown in Figure 4-2 of the Addendum: ▸ Northbound: one thru lane and one left turn lane in a 150-foot pocket with 60-foot taper; ▸ Southbound: one thru lane and one right turn lane in a 150-foot pocket with 60-foot taper; ▸ Westbound: one shared lane, plus a 300-foot northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second northbound lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300-foot acceleration lane); and ▸ Control: side-street-stop-control; Note that unsignalized left turns to East Bidwell Street are against City policy. The northbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in Folsom Plan Area Specific Plan, and plan area fees paid by the Project contribute towards its construction in the future.	Prior to issuance of phase 3 building permits.	City of Folsom Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.
71-108	**4.17-2 (Addendum)**	**East Bidwell Street/White Rock Road.** Prior to buildout of the Toll Brothers Site, the project applicant shall implement either (A) or (B) below:	Prior to issuance of phase 1 building permits.	City of Folsom Public Works Department	The Capital Southeast Connector -JPA has executed a construction contract with	Condition will be satisfied prior to issuance of a building permit.

		(A) The Capital Southeast Connector Joint Powers Authority project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 4-3 of the Addendum provides a conceptual intersection layout for this mitigation. Under this scenario, fair share is defined as the project's responsibility to the Sacramento County Transportation Development Fee. The project applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will insure that the mitigation is constructed before project traffic adds five or more seconds of delay to the intersection. (B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 4-4 of the Addendum provides a conceptual intersection layout for this mitigation.			Goodfellow Brothers, Inc. to construct the Capital Southeast Connector from Prairie City Road to East Bidwell Street. The construction contract was executed in December of 2020. Grading and construction commenced in April 2021 and was completed in April of 2023. The project included the relocation and signalization of the existing White Rock Road/East Bidwell Street intersection. The owner/applicant will pay the Sacramento County Transportation Development Fee prior to issuance of all building permits in the subdivision.	
71-109	**4.17-3 (Addendum)**	**East Bidwell Street/Mangini Parkway.** Prior to buildout of the Toll Brothers Site, the project applicant shall signalize the intersection with the following geometry (Figure 4-5 of the Addendum): ▸ Northbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, two thru lanes, and one right-turn lane in a 150-foot pocket with a 60-foot taper (the second thru lane shall be developed 300 feet south of the intersection); ▸ Southbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 150-foot pocket with a 60-foot taper;	Signalize the intersection and conduct all geometric improvements, with the exception of the second northbound thru lane prior to issuance of phase 1 building permits. Construct the second northbound thru lane prior to issuance of	City of Folsom Public Works Department	The Community Development Department has reviewed and approved the improvement plans for the construction of these required improvements including the plans for the modification to the existing traffic signal at the intersection of East	Yes

		▸ Eastbound and westbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 200-foot pocket with a 60-foot taper. Note that northbound East Bidwell street will remain at two lanes from Mangini Parkway to US 50.	phase 2 building permits.		Bidwell Street and Mangini Parkway. These improvements have been completed and accepted by the City.	
71-110	**4.17-4 (Addendum)**	**East Bidwell Street/Savannah Parkway.** Prior to buildout of the Toll Brothers site, the project applicant shall reconstruct the intersection with the following geometry (Figure 4-6 of the Addendum): ▸ Northbound approach: One thru lane and one shared through-right lane with a 150-foot taper; ▸ Southbound approach: One left turn lane in a 150-foot pocket plus 60-foot taper, and one through lane; ▸ Westbound approach: One left turn lane in a 60-foot pocket plus 60-foot taper, and one through lane; ▸ Southbound departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane should be in a 300-foot pocket plus an appropriate taper. Note that unsignalized left turns to East Bidwell Street are against City policy. The southbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in FPASP, and plan area fees paid by the project applicant contribute towards its construction in the future.	Construct all geometric improvements with the exception of one thru northbound lane prior to issuance of phase 1 building permits. Construct the second thru northbound lane prior to issuance of phase 3 building permits.	City of Folsom Public Works Department	The required improvements in this condition have been completed and accepted by the City. These improvements were constructed as part of the off-site improvements for the Mangini Ranch Phase 2, Village No. 7 subdivision.	Yes
71-111	**4.17-5 (Addendum)**	**East Bidwell Street/Alder Creek Parkway.** Prior to buildout of the Toll Brothers Site, the project applicant shall reconstruct and signalize the intersection as shown in Figure 4-7 of the Addendum: ▸ Northbound approach: One U-turn lane in a 150-foot pocket with a 60-foot taper, two through lanes, and one right turn lane in a 150-foot pocket plus 60-foot taper.	Construct all geometric improvements with the exception of one thru northbound lane and one thru southbound lane prior to issuance of phase 1 building permits. Construct the	City of Folsom Public Works Department	The Community Development Department has approved the plans for the reconstruction and signalization of the East Bidwell Street/Alder Creek Parkway intersection in	Condition will be satisfied prior to issuance of a building permit.

		▸ Southbound approach: One left turn lane in a 240-foot pocket plus 60-foot taper, and two through lanes. The second southbound through lane can be dropped south of Old Ranch Way. ▸ Westbound approach: One right turn lane, plus one left-turn lane in a 200-foot pocket plus 60-foot taper. The above mitigations are consistent with the ultimate geometry for East Bidwell near Alder Creek Pkwy and builds on conditions of approval from neighboring projects.	second thru northbound lane and the second thru southbound lane prior to issuance of phase 3 building permits.		accordance with this condition.	
71-112	**4.17-6 (Addendum)**	**White Rock Road/Oak Avenue Parkway.** Prior to project buildout, the project applicant shall implement either (A) or (B) below: (A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to realign this portion of White Rock Road and build a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows: ▸ Southbound: A single shared lane for left and right turns. ▸ Eastbound: A thru lane and a left/U-turn in 300-foot pocket plus taper. ▸ Westbound: A thru lane and a right-turn in 300-foot pocket plus taper. ▸ Signalize with protected phasing for left-turns and U-turns. ▸ Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards. (B) Channelize the White Rock Road/Oak Avenue Pkwy intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365-foot deceleration lane, and the southbound right turn requires a 960-foot acceleration lane. Figure 4-8 of the Addendum provides a conceptual layout for the mitigated intersection.	Prior to issuance of phase 3 building permits	City of Folsom Public Works Department	The Capital Southeast Connector-JPA project has been completed. The Connector project will implement and complete Option A in this condition. The owner/applicant shall implement the required improvements to the intersection in compliance with this condition prior to issuance of the first Certificate of Occupancy in the Phase 3 portion of the project.	Condition will be satisfied prior to issuance of a building permit in Phase 3

Utilities and Service Systems						
71-113	**3A.16-1 (FPASP EIR/EIS)**	**Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.** Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	The Phase 1 Sanitary Sewer infrastructure including the off-site sewer trunk main, the Alder Creek Parkway sewer lift station and forced main to serve this subdivision have been constructed by the FPA landowners and have been completed and accepted by the City and are currently in operation.	Yes
71-114	**3A.16-3 (FPASP EIR/EIS)**	**Demonstrate Adequate SRWTP Wastewater Treatment Capacity.** The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced	Yes

					Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	
71-115	**3A.18-1 (FPASP EIR/EIS)**	**Submit Proof of Surface Water Supply Availability.** a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	The owner/applicant has constructed the necessary infrastructure to provide potable water to the subdivision. The potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation.	Yes
71-116	**3A.18-2a (FPASP EIR/EIS)**	**Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.** Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	The off-site potable water infrastructure to serve the subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision.	Yes

		place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.				
71-117	**3A.18-2b (FPASP EIR/EIS)**	**Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).** If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	This condition is not applicable to this subdivision. The water supply for this subdivision is provided by the City of Folsom Water Treatment Plant rather than an Off-Site Water Treatment Plant	Yes
Additional Measures						
71-118	**Cumulative Mitigation Measure AIR-1-Land (FPASP EIR/EIS)**	**Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.** The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.	City of Folsom Community Development Department	The Community Development Department and the Public Works Department will work closely to implement the future Truck Management Plan (TMP) and coordinate responses to any future entitlement and CEQA compliance need for the TMP and make sure the	Condition will be satisfied prior to approval of a future TMP

		participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.) Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical.			requirements in this condition of approval are met to the satisfaction of the City.	

		However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009. March. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant. As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures: ▸ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▸ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-				

		level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following: ▪ Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▪ Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes.				

		These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s). ▪ To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools: ▪ equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms; ▪ use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times; ▪ locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and ▪ develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools. To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.				
71-119	**Cumulative Mitigation Measure NOISE-1-Land**	**Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic.** The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive	City of Folsom Community Development Department	The Community Development Department and the Public Works Department will work	Condition will be satisfied prior to approval of a future TMP.

	(FPASP EIR/EIS)	Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)	receptors along roadways that quarry trucks would reasonably use to access U.S. 50.		closely to implement the future Truck Management Plan (TMP) and coordinate responses to any future entitlement and CEQA compliance need for the TMP and make sure the requirements in this condition of approval are met to the satisfaction of the City.	

		Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant. As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures: ▸ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▸ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located				

		along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following: ▸ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s). ▸ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by				

		the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▸ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools: ▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks. ▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic. To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.				
71-120	**N/A**	**Coordinate and Fund the Backbone Infrastructure and Off-Site Water Facility Alternative.** The project applicant shall	Before approval of final maps and	City of Folsom	The FPA landowners have satisfied all of the	Yes

		participate in the FPASP owners' group and shall fund and contribute their fair share to the backbone infrastructure and off-site water facility alternative improvements. The project applicant shall coordinate with owners' group to implement the following measures detailed in the *Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration* (December 2014): ▸ Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts. ▸ Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts. ▸ Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan ▸ Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction. ▸ Backbone MND Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. ▸ Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation ▸ Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates. ▸ Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle. ▸ Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad	issuance of building permits for any project phase, the project applicant shall demonstrate to the City's satisfaction the fair share contribution towards implementation of Backbone Infrastructure and Off-Site Water Facility improvements and associated required mitigation as identified in the *Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration* (December 2014) or the *Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS* (approved December 2012); as applicable.	Community Development Department and City of Folsom Public Works Department	mitigation measures for the design and construction of the Phase 1 Water and Sewer Backbone Infrastructure to serve the first of development in the FPA. The Phase 1 backbone Infrastructure was completed and accepted by the City in 2018 and is currently in use in the FPA and being owned and operated by the City. The off-site water facility alternative improvements were not implemented. The water for the FPA was provided through the conservation of existing water in the City. The new water supply alternative was validated in 2014.	

		▸ Backbone MND Mitigation Measure IV-5: Western Pond Turtle ▸ Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat ▸ Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat ▸ Backbone MND Mitigation Measure IV-7: Tricolored Blackbird ▸ Backbone MND Mitigation Measure IV-8: Nesting Raptors ▸ Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds ▸ Backbone MND Mitigation Measure IV-10: Special-Status Bats ▸ Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement ▸ Backbone MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary ▸ Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State ▸ Backbone MND Mitigation Measure IV-15: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site. ▸ Backbone MND Mitigation Measure IV-11: American Badger				

		▸ Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans ▸ Backbone MND Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▸ Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▸ Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. ▸ Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities. ▸ Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan. ▸ Backbone MND Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road. ▸ Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▸ Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions ▸ Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan. ▸ Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements ▸ Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements				

		▸ Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements ▸ Backbone MND Mitigation Measure V1-4 North of U.S. Highway 50 Water Improvements ▸ Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements In addition, the project applicant shall coordinate with owners' group to implement the following measures detailed in the *Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS* (approved December 11, 2012): ▸ 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. ▸ 3B.1-2b: Prepare Landscaping Plan. ▸ 3B.1-3a: Conformance to Construction Lighting Standards. ▸ 3B.1-3b: Prepare and Submit a Lighting Master Plan. ▸ 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan. ▸ 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction. ▸ 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. ▸ 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. ▸ 3B.4-1a: Implement GHG Reduction Measures during Construction. ▸ 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. ▸ 3A.5-1a: Comply with the Programmatic Agreement. ▸ 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places,				

		Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. ▸ 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▸ 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▸ 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures. ▸ 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. ▸ 3B.7-4: Implement Corrosion Protection Measures. ▸ 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. ▸ 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. ▸ 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. ▸ 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment. ▸ 3B.8-5b: Develop and Implement a Remediation Plan. ▸ 3B.8-7a: Keep Construction Area Clear of Combustible Materials. ▸ 3B.8-7b: Provide Accessible Fire Suppression Equipment.				

		▸ 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▸ 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. ▸ 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. ▸ 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. ▸ 3B.11-1a: Limit Construction Hours. ▸ 3B.11-1b: Minimize Noise from Construction Equipment and Staging. ▸ 3B.11-1c: Maximize the Use of Noise Barriers. ▸ 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. ▸ 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. ▸ 3B.11-3: Implement Operational Noise Minimization Measures. ▸ 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a. ▸ 3B.15-1a: Prepare Traffic Control Plan. ▸ 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. ▸ 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. ▸ 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. ▸ 3B.17-1a: Implement Construction Dewatering Best Management Practices.				

		▸ 3B.17-1b: Implement a Dewatering Discharge Monitoring Program. ▸ 3A.18-1: Submit Proof of Surface Water Supply Availability. ▸ 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.				

Folsom City Council
Staff Report

MEETING DATE:	1/27/2026
AGENDA SECTION:	Public Hearing
SUBJECT:	Resolution No. 11539 – A Resolution of the City of Folsom Declaring Results of Majority Protest Proceedings and Modifying the Assessment Rate of the Folsom Tourism Business Improvement District
FROM:	City Manager's Office

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council conduct the public/protest hearing and if a majority protest does not exist, approve Resolution No. 11539 – A Resolution of the City of Folsom Declaring Results of Majority Protest Proceedings and Modifying the Assessment Rate of the Folsom Tourism Business Improvement District.

BACKGROUND / ISSUE

The City of Folsom established the FTBID in 2012 via the adoption of Resolution No. 9071, pursuant to the Parking and Business Improvement Area Law of 1989 (California Streets and Highway Code § 36500 et seq.) (the "89 Law") and Ordinance No. 1171 (which codified Folsom Municipal Code Chapter 3.100). The FTBID is a benefit assessment district that provides specific benefit directly to the Folsom lodging businesses that are assessed that is not provided to those not paying the assessment. The boundaries of the FTBID are the boundaries of the City of Folsom. Benefit assessment districts have been used successfully in Folsom as well as other destination areas throughout the state to improve tourism and drive additional room nights to assessed businesses. The FTBID includes all lodging businesses with twenty or more rooms, existing and in the future, within the boundaries of the City of Folsom.

Resolution No. 9071 established the FTBID with an assessment rate of 4% to be levied for a term of 20 years, commencing on January 1, 2013 and ending on December 13, 2032. Assessments are levied on lodging businesses on the basis of benefit.

Folsom Tourism and Economic Development Corporation (TEDCorp), serving as the Owners' Association for FTBID, has recommended to the lodging business owners to pursue modification of the FTBID in order to expand a revenue source devoted to marketing Folsom as a tourist, meeting, and event destination.

The 89 Law and Ordinance No. 1171 allow the Folsom City Council (Council) to modify the FTBID in accordance with Section 36540 of the 89 Law. To initiate the modification process, TEDCorp has requested that Council increase the FTBID assessment rates. The proposed modified assessment rate is eight percent (8%) of gross room rental revenue, increasing the current rate of four percent (4%) of gross room rental revenue. The additional 4% assessment will be dedicated to improvements (as defined in the 89 Law), including but not limited to development of facilities that attract overnight visitation to businesses paying the TBID assessment, infrastructure improvements, and marketing and development efforts directly related to the facilities and associated visitor growth. The increased assessments will provide specific benefit to the Folsom lodging businesses that are assessed that it does not provide to those not charged. To continue the modification process, Council adopted a Resolution of Intention to Modify the FTBID. To complete the modification process, Council must adopt this Resolution of Modification.

Assuming no majority protest at this Public Hearing, the Council could adopt a resolution of modification on the same night. The increased rate and list of authorized expenditures of the FTBID would be effective as soon as practicable following the modification proceedings for the FTBID, which effective date is estimated for April 1, 2026.

TEDCorp staff evaluated lodging assessments (both through TBIDs and Transient Occupancy Tax) in nearby jurisdictions. This information is included in Attachment 2, and indicates that an increase of 4% will not affect the competitiveness of Folsom lodging against other lodging choices in the region.

POLICY / RULE

City of Folsom Ordinance No. 1171 establishes procedures for forming parking and business improvement areas supplemental to the 1989 Law.

ANALYSIS

TOURISM BUSINESS IMPROVEMENT DISTRICTS

Tourism Business Improvement Districts (TBIDs) utilize the efficiencies of private sector operation in the market-based promotion of tourism. These special assessment districts allow assessed business owners to organize their efforts to increase tourism. Business owners within the TBID fund the TBID, and those funds are used to provide services and facilities that are desired by and benefit the assessed businesses within the TBID.

TBID benefits:

- Funds cannot be diverted for other government programs;

- They are customized to fit the needs of each destination;
- They allow for a wide range of services and improvements, including, but not limited to, destination marketing, tourism promotion, and sales lead generation;
- They are designed, created, and governed by those who will pay the assessment with oversight by the city; and
- They provide a stable funding source for tourism promotion.

FTBID MODIFICATION PROCESS

Holding the final hearing, declaring results of the majority protest proceedings, and adopting this Resolution will result in the modification of the Folsom Tourism Business Improvement District (FTBID). The businesses within the FTBID shall be specifically benefitted by the activities and improvements funded by the assessments.

October 24, 2025 WRITTEN REQUEST **(COMPLETED)**
The TEDCorp, serving as Owners' Association, has provided a letter requesting modification of the FTBID. This written request allowed the Council to initiate proceedings for FTBID modification at the November 12, 2025 meeting.

November 12, 2025 RESOLUTION OF INTENTION TO MODIFY FTBID **(COMPLETED)**
Upon the written request of the Owners' Association, the City may propose to modify the FTBID.

NOTICE **(COMPLETED)**
A copy of the Notice and Resolution of Intention to Modify were mailed by first class mail to the owners of all lodging businesses within the FTBID. Mailing the notice began a mandatory forty-five (45) day period in which owners may protest FTBID modification.

January 13, 2026 PUBLIC MEETING **(COMPLETED)**
Allow public testimony on the modification of the FTBID. No Council action required.

January 27, 2026 PUBLIC HEARING
Hold a public hearing on the proposed modification to the FTBID.

If written protests are received from the owners of businesses in the modified FTBID which will pay fifty percent (50%) or more of the assessments proposed to be levied, and protests are not withdrawn so as to reduce the protests to less than fifty percent (50%), no further proceedings to modify the proposed assessment against such businesses shall be taken.

If the Council, following the public hearing, decides to modify the FTBID as described in the Resolution of Intention to Modify, the Council shall adopt a resolution of modification.

April 1, 2026 Target date for FTBID assessment modifications to take effect.

FINANCIAL IMPACT

None immediately. In FY24/25, the FTBID assessments generated approximately $1,248,000 in revenue. The proposed modifications would increase the assessment rate from 4% of gross room rental revenue to 8% of gross room rental revenue. In addition, because the FTBID assessments levied on lodging businesses are intended to increase room rentals on lodging business being assessed within the City, there may be an increase in transient occupancy tax and sales tax collections.

ENVIRONMENTAL REVIEW

This action is not considered a project under the California Environmental Quality Act (CEQA) and is therefore exempt from further environmental review pursuant to CEQA Guidelines Section 15378(b)(5).

ATTACHMENTS

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

2. TEDCorp Lodging Assessment Evaluation

Submitted,

Bryan Whitemyer
City Manager

Attachment 1

RESOLUTION NO. 11539

A RESOLUTION OF THE CITY OF FOLSOM DECLARING RESULTS OF MAJORITY PROTEST PROCEEDINGS AND MODIFYING THE ASSESSMENT RATE OF THE FOLSOM TOURISM BUSINESS IMPROVEMENT DISTRICT

WHEREAS, the Parking and Business Improvement Area Law of 1989, Streets and Highways Code §36500 et seq., (1989 Law) authorizes cities and counties to establish parking and business improvement areas for the purpose of promoting tourism; and

WHEREAS, the City of Folsom (City) adopted Ordinance No. 1171, which establishes procedures for forming parking and business improvement areas supplemental to the 1989 Law; and

WHEREAS, pursuant to Ordinance No. 1171, the City Council established the Folsom Tourism Business Improvement District (FTBID) on October 23, 2012, by Resolution No. 9071; and

WHEREAS, Ordinance No. 1171 authorizes the FTBID Owners' Association at any time to recommend the City modify the FTBID; and

WHEREAS, the Folsom Tourism and Economic Development Corporation (TEDCorp) has facilitated the request to modify the FTBID; and

WHEREAS, on November 12, 2025 at 6:30 PM at 50 Natoma Street, Folsom, CA 95630, the Council adopted a Resolution of Intention, Resolution No. 11506; and

WHEREAS, the public meeting and public hearing to consider the modification of the FTBID has been properly noticed in accordance with Folsom Municipal Code Section 3.100.090 and pursuant to Gov. Code §54954.6; and

WHEREAS, on January 13, 2026 at 6:30 PM at 50 Natoma Street, Folsom, CA 95630, the Council held a public meeting regarding the modification of the FTBID, and the Council heard and received objections and protests, if any, to the modification of the FTBID assessment rate and the levy of the proposed assessment; and

WHEREAS, on January 27, 2026 at 6:30 PM at 50 Natoma Street, Folsom, CA 95630, the Council held a public hearing regarding the modification of the FTBID, and the City Council heard and received all objections and protests, if any, to the modification of the FTBID assessment rate; and

WHEREAS, the City Clerk has determined that there was no majority protest. A majority protest is defined as written protests received from owners of businesses in the modified FTBID which would pay fifty percent (50%) or more of the assessments proposed to be levied. Protests are weighted based on the assessment proposed to be levied on each assessed business; and

WHEREAS, the City bears the burden of proving by a preponderance of the evidence that an

assessment imposed for a specific benefit or specific government service is not a tax, that the amount is no more than necessary to cover the costs to the City in providing the specific benefit or specific government service, and that the manner in which those costs are allocated to a payor bear a fair or reasonable relationship to the specific benefits or specific government services received by the payor.

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

1. The recitals set forth herein are adopted by the City Council as findings and they are true and correct.

2. The City Council hereby modifies the assessment rate from a rate of four percent (4%) to eight percent (8%).

3. The FTBID modified pursuant to this Resolution will be subject to any amendments to the Folsom Municipal Code chapter 3.100.

4. The City Clerk, or his or her designee, is directed to take all necessary actions to complete the modification of the FTBID assessment rate.

5. This Resolution shall take effect immediately upon its adoption by the Council.

PASSED AND ADOPTED this xx day of xxxx, 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

Current Regional TBID Rates

Jurisdiction	TOT Rate	TBID Assessment	TOTAL		CA State Tourism Assessment
Rancho Cordova	12%	4.50%	16.50%	+	0.195%
Placer Valley (Roseveille, Rocklin, Lincoln)	10%	$6.50 per room nt (4.55% at $143 ADR)	14.55%	+	0.195%
City of Sacramento	12%	3.45%, 2.875%, 2.3%, 1.15% by zone +1% STID)	15.45%	+	0.195%
Elk Grove	12%	4% City; 1% County	17%	+	0.195%
Folsom	8%	4%	12%	+	0.195%

Proposed TBID Rates

- Increase TBID to 8% combine with TOT at 8%
- Total of 16% puts Folsom on par with surrounding cities

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council Meeting

Additional Information Transmittal

MEETING DATE:	1/27/2026
AGENDA SECTION:	Public Hearing
STAFF REPORT TITLE	Resolution No. 11539 - A Resolution of the City of Folsom Declaring Results of Majority Protest Proceedings and Modifying the Assessment Rate of the Folsom Tourism Business Improvement District
FROM:	Finance Department

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

Instructions to staff: *Deliver original and 30 stapled/double-sided copies to the City Clerk's Department; City Clerk's Department will distribute via email and hardcopy to City Council, City Manager, City Attorney, and City Clerk.*

Updated: Jan 2026

CHOOSE FOLSOM
VISIT · CONNECT · PROSPER

January 21, 2026

Honorable Mayor and Folsom City Council
City of Folsom
50 Natoma Street
Folsom, CA 95630

Re: Request for Postponement of the Public Hearing on the Adoption of a Resolution Declaring Results of Majority Protest Proceedings and Modifying the Folsom Tourism Business Improvement District

To the Honorable Mayor and Folsom City Council:

I am writing to formally express my request for consideration to postpone the public hearing to modify the Folsom Tourism Business Improvement District (FTBID) and declaration of results of majority protest proceedings.

Since its establishment, the FTBID has been a successful mechanism for strengthening the City of Folsom's tourism economy. In October 2025, the FTBID Owners' Association, the Folsom Tourism and Economic Development Corporation (TEDCorp), submitted a written request to modify the FTBID assessment rate. Since October 2025, TEDCorp has conducted outreach efforts and has worked towards building consensus with lodging businesses and community members to garner support for the FTBID modification. TEDCorp is continuing these outreach efforts and respectfully requests that the public hearing, declaration of results of majority protest proceedings, and adoption of a resolution modifying the FTBID be postponed from the January 27, 2026, Folsom City Council meeting, to the February 24, 2026, meeting. As a result of the postponement of the final hearing, the protest period shall be extended, and the results of the majority protest proceedings are expected to be heard at the February 24, 2026, meeting.

Thank you for your consideration. Should you require additional materials or wish to discuss further, please contact me at joeg@choosefolsom.com.

Sincerely,

Joe Gagliardi
President & CEO

www.ChooseFolsom.com
Folsom Tourism & Economic Development Corporation
200 Wool Street, Folsom, CA 95630
916-985

Folsom City Council
Staff Report

MEETING DATE:	1/27/2026
AGENDA SECTION:	New Business
SUBJECT:	Appointment of At-Large Member to the Folsom Historic District Commission
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff requests that the Mayor, with approval from the City Council, appoint an at-large member to the Folsom Historic District Commission. This appointment will fill the vacant Historic Preservation seat and will complete the remainder of the current term, which is scheduled to expire in December 2027.

BACKGROUND / ISSUE

Folsom Municipal Code Chapter 17.52 establishes the Folsom Historic District Commission and defines the Committee's purpose of the Historic District Commission, in part, as to preserve and enhance the historic, small-town atmosphere of the Historic District; to encourage an active business climate which promotes the development of a diverse range of businesses compatible with the Historic District; to retain the residential areas within the Historic District; to ensure that new residential and commercial development is consistent with the historical character of the Historic District; and to increase the awareness, understanding, and appreciation of the history of the city.

The Commission is comprised of seven members consisting of one representative who is actively involved with historic preservation, one representative who is a resident of the Historic District, one representative who owns a business within the Sutter Street Subarea, two Planning Commissioners, one representative from a Historic District business outside the Sutter Street Subarea, and one architect, landscape architect, or other design professional with expertise in historic preservation.

The current vacant position is for the representative who is actively involved with historic preservation. The vacancy was created due to the expiration of the previous appointee's two-year term ending in December 2025. During the recent end-of-year recruitment cycle, the City Clerk's Department did not receive any applications to fill this seat for the next term. At that time, Council directed staff to advertise another recruitment for the position.

A Notice of Vacancy was published in the City's newsletter, posted on the city's website and social media pages, and on the bulletin boards located at City Hall. An email notification was also sent to the City's Commission and Committee Vacancy Notice subscribers.

POLICY / RULE

In the event of a vacancy in an at-large commission seat, such as the current Historic District Commission vacancy, the City Council possesses the authority to appoint a qualified individual to serve the remainder of the unexpired term, as outlined in Folsom Municipal Code Section 2.35.030 and further reinforced by Section 17.52.050, which specifically addresses vacancies within the Historic District 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.

ANALYSIS

There is currently one vacancy on the Folsom Historic District Commission for a representative who is actively involved with historic preservation. The remainder of the two-year term for this position will end in December 2027.

The application period for this recruitment concluded on January 8, by which time a total of two applications were received by the City Clerk's Department from John Lane and Lisa Mealoy. Applications were provided to the Councilmembers on January 9 for advance review and consideration.

ATTACHMENTS

1. Recruitment Packet for Historic District Commission (Historic Preservation Representative)

Respectfully submitted,

Christa Freemantle, CMC
City Clerk

Recruitment Packet for Historic District Commiss

The Historic District Commission works to ensure the protection of the historic and cultural character of the city's Historic District. The commission reviews the design and architecture of new and altered structures within the Historic District. It also reviews applications for sign permits, conditional use permits, variances, land divisions, and land mergers within the Historic District. In addition, the commission advises and makes recommendations to the City Council concerning matters associated with historic landmarks, sites, and structures.

Authority: Folsom Municipal Code Chapter 17.52

Rules of Conduct - Adopted December 2022

View agendas, minutes and webcasts

The current recruitment is to fill the the vacant Historic Preservation seat only.

Apply by Thursday, January 8, 2026.

Positions

Vacant, Position 1, Historic Preservation
Cole, Kathleen Marie, Position 2, Resident of the Historic District
Gomez, Lisa, Position 3, Business Owner Within the Sutter Street Subarea
Herrera, Matt, Position 4, Planning Commission Member
West, Daniel, Position 5, Planning Commission Member
Felts, John, Position 6, Representative from a Historic District Business Outside the Sutter Street Subarea
Cabrera, Jennifer, Position 7, Architect, Landscape Architect, or Other Design Professional

Applicants Information

Lane, John
Mealoy, Lisa

CITY OF FOLSOM
DISTINCTIVE BY NATURE

03/02/2026 Item No.7.
Filing ID: 12735

Historic District Commission Application

Historic District Commission Seat

Please identify which seat you qualify for:

Representative who is actively involved with historic preservation

Applicant Information

First Name
John

Last Name
Lane

Residence Address

Line 2

City
Folsom

State
CA

Zip Code
95630

Email
john_carrie_lane@sbcglobal.net

Phone
(916) 837-3375

Employer and Occupation
Teichert Materials. Director of Environmental Compliance

Currently Serving on a Commission/Committee?
No

If yes, please specify:

Folsom Residency / Registered Voter Verification

Registered to vote?
Yes

Financial Disclosure / Ethics Training

I understand that commission and committee members must file statements disclosing financial information.

Yes

I understand that commission and committee members must complete ethics and harassment training.

Yes

CITY OF FOLSOM
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Informational Questions

Why do you want to serve on this commission or committee?

Response

My long-held belief is to engage and contribute to my community wherever possible. To this end, I have served my country and volunteered for veteran's support, youth mentorship and on non-profit boards and community organizations since I was a young person. I would like to continue now by serving my immediate community in the City of Folsom as the active historic preservation member of the Historic District Commission (HDC). In this position, my goal would be to provide unbiased and fair consideration of proposed design and architecture improvements in the District, pertinent projects and, when appropriate, support the City Council.

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

Response

1. Working with quickly evolving local control land use laws enacted by CA State legislature which are limiting local control.
2. Preserving and protecting the Historic District of Folsom while following the Historic District Design and Development Guidelines, to the extent possible.
3. Achieving continued growth and vibrancy of the historic district while continuing to address real and perceived parking availability issues.
4. Achieving continued preservation of the historic character of the Historic District while also recognizing and balancing continued new projects in both the residential and commercial areas.

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

Response

I have several areas of experience that would allow me to effectively serve as the active historic preservation member of the Historic District Commission (HDC).

Foremost, I bring an understanding of the challenges and opportunities of historic preservation. I continue to gain this experience through 20+ years of architectural renovation and preservation of homes in the Sacramento area and, more recently, historical design and build of our home within the Historic District. In these examples, I have worked closely with architects and engineers to understand and incorporate historical integrity in both design and construction. I continue to actively invest in broadening my knowledge of the history and character of Folsom and the Historic District. I am a current member of the Folsom Historical Society and the Murer House Foundation.

Secondly, I bring a strong working knowledge of CEQA and the land use entitlement process. I continue to develop my knowledge of local Folsom policy and ordinances related to the Historic District. I have worked primarily over the last 25 years on the applicant side CEQA/NEPA land use entitlements as a project manager, and more recently as the Environmental Manager, for a large local construction company. I also have experience working on the lead agency side of the entitlement process for SMUD as a CEQA/NEPA Project Manager. With this background, I bring well-rounded knowledge of the permitting process and how applicants and lead agencies work together with Commissions, City Councils and County Board of Supervisors to understand and consider all interests in the process.

Lastly, I have experience working with communities, non-profits, business organizations and people. In this capacity, I continue to learn how to work constructively and fairly with different groups of stakeholders with varying degrees of interest and needs. Among my experiences, I have been fortunate enough to be matched with six young men as a mentor through the Big Brothers/Big Sisters (BB/BS) program and am current mentoring a seventh. I later served on the Sacramento region BB/BS Board of Directors. I currently serve on the Board of Directors for the American River Parkway Foundation.

Which commission or committee meetings have you attended?

Response

Folsom Historic District Commission, Folsom Planning Commission, Folsom City Council, Folsom Historic District Parking Ad-Hoc, Sacramento City Council, Sacramento County Board of Supervisors.

Truth and Accuracy

CITY OF FOLSOM
DISTINCTIVE BY NATURE

Signature	*Signature Date*
John Lane	12/15/2025

CITY OF FOLSOM
DISTINCTIVE BY NATURE

03/02/2026 Item No.7.

Filing ID: 12756

Historic District Commission Application

Historic District Commission Seat

Please identify which seat you qualify for:

Representative who is actively involved with historic preservation

Applicant Information

First Name

Lisa

Last Name

Mealoy

Residence Address

Line 2

City

Folsom

State

CA

Zip Code

95630

Email

lisamealoy@yahoo.com

Phone

(916) 804-9381

Employer and Occupation

Strategic Resource Advisors, Inc/ Consultant

Currently Serving on a Commission/Committee?

No

If yes, please specify:

Folsom Residency / Registered Voter Verification

Registered to vote?

Yes

Financial Disclosure / Ethics Training

I understand that commission and committee members must file statements disclosing financial information.

Yes

I understand that commission and committee members must complete ethics and harassment training.

Yes

CITY OF FOLSOM
DISTINCTIVE BY NATURE

Informational Questions

Why do you want to serve on this commission or committee?

Response

As a resident of Folsom for the past 30 years, I value the historic district as a key attraction for the City which must be preserved, while also maintained and improved. Thoughtful and educated engagement with all stakeholders will ensure that it is protected and an engaging asset for the community for years to come.

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

Response

Continuing to find a balance between the interests of the various stakeholders: residents, property owners, business owners, historic community, cultural components, as well as changing zoning and access laws will always be a challenge.

CITY OF FOLSOM
DISTINCTIVE BY NATURE

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

Response

Under contract to the Downtown Sacramento Partnership, I worked on retail business issues for three years in Historic Old Sacramento, which included working with the Sacramento History Museum, California State Railroad Museum, Military Museum, property owners, business owners, residents, the historic community, California State Parks, City of Sacramento, City Historian and the Sacramento Convention and Visitors Bureau. I worked with property owners and the Redevelopment Department to ensure that historic building maintenance was completed, business owners on compliance with items like sign ordinances, negotiating district events, and participated in marketing efforts. Key to this work was understanding that I could be in a room with ten different stakeholders, with ten conflicting opinions, all of which could be correct based on their perspectives. I learned how to negotiate solutions amongst invested and committed community members to find reasonable resolutions.

I served as the Executive Director for the Friends of Sutter's Fort for over seven years, balancing a robust historic reenactors, overseeing business and marketing operations, fundraising, and working with California State Parks on the largest restoration of the Fort since its reconstruction. In this capacity, I served on the Midtown Business Association, representing the Fort and Parks, as their Treasurer. I worked with the City of Sacramento's Parking team and other City Departments. At the Fort I also worked closely with the Sacramento Convention and Visitors Bureau along with serving on the board of Sacramento Area Museums.

I just recently completed a term on the board of the Sutter Club Foundation, which focused on the historic restoration of the Sutter Club in Downtown Sacramento. I am still engaged with the Foundation, although I am now on the overall Sutter Club Board of Directors. In my capacity at the Foundation, I worked with the board on non-profit finance and compliance as well as prioritizing historic projects to ensure access (mainly ADA) as well as appropriate preservation.

Which commission or committee meetings have you attended?

Response

Library Commission

Truth and Accuracy

Signature	*Signature Date*
Lisa Mealoy	01/05/2026

LISA MEALOY

LISAMEALOY@YAHOO.COM/916.804.9381

CORE COMPETENCIES

Over 25 years of experience in leadership and change management, strategic planning and community engagement. I excel in managing budgets, creating fiscally sound organizations with multiple revenue streams, and fostering inclusive, innovative cultures. My strong relationship building skills and passion for establishing and building public private partnerships ensures sustainable growth and operational excellence.

EDUCATION

EDUCATION
M.B.A., CSU Sacramento, May 2023
B.A. Political Science, University of California, Davis

EXPERIENCE

Strategic Resource Advisors, Inc.
President 7/2024 - present
Focused organizational and strategic consulting including change management, fiscal oversight, leveraging revenue generation and partnerships in the areas of education, board relations, workforce development and non-profit leadership. Specific projects including community college consortiums to address workforce education in energy and water, education foundation finance.
Key clients: ACWA Foundation, contract Executive Director; Golden State Clean Energy, workforce development; Golden West College Foundation, non-profit finance management

Community College League of California
Chief Operating Officer 9/2020 – 6/2024
Director District Services and Development 3/2017- 9/2020
Leadership

- Built and led a team of dedicated non-profit professionals in a supportive, yet autonomous environment. Fostered open communication, encouraged staff to ask questions, and empowered them to develop confidence in their skills and creativity. Cultivated an inspiring, diverse, and inclusive workplace aligned with the organization's vision.
- Developed strong relationships with multiple Boards, including community college CEOs, Trustees, and Chief Business Officers, to address key challenges such as declining enrollment, campus unrest, environmental sustainability, DEIA, and financial management. Engaged with industry leaders, identified and facilitated grant opportunities, and managed sponsorship relationships. Led the organization’s work on public-private partnerships.
- Led teams of remote consultants and employees which encouraged positive interaction while ensuring KPIs were achieved through consistent communication, engagement and feedback.

Revenue Generation

- Transformed a low-margin, consultant-led, stagnant technical services division into a profitable, growing department. Recognized colleges' reliance on industry expertise, acquired a deep understanding of the services provided, brought in new advisors, and oversaw all engagements to deliver best-in-class services at competitive prices. Successfully marketed and sold district services, driving division growth to $17.5 million in annual revenue.
- Expanded corporate partnership and sponsorships into new program areas. Worked with partners to establish better visibility and outreach which drove additional revenues including 32% year over year growth in 2023-24.

Finance

- Collaborated with existing finance team to correct accounting systems to comply with non-profit finance standards including, 990s, restricted funds, pass-throughs, cash held for others, audits. Evaluated sales tracking system, determined areas of significant losses, worked with staff to correct issues resulting in net positive revenue.

Human Resources

- Guided human resources staff to bring into compliance with current CA law regarding contract labor,

mandated reimbursements for employee costs, provided employee training on benefits. Recruited, trained and mentored new employees, supporting ongoing growth and building positive and cohesive teams. Ensured that proper staff management procedures are utilized for employee development, and corrective action plans if needed.

Program Management

- Evaluated each program for operational efficiency and integrity, making changes to staffing and consultants, and restructuring as needed. Hired and supported subject matter expert staff to overhaul all areas of the services including streamlining and correcting accounting issues, bringing areas into compliance, restructuring net negative programs to become profitable. Revised program accounting to track income and expenses which allowed visibility into profitability and opportunities for revenue growth and cost controls. Provided financial and investment performance reporting to various boards.
- Managed Library Consortium team including negotiating contract and implementation of system wide ExLibris database system, overseeing accounting processes associated with Library Services Platform and online resource purchasing.
- Programs: $250M JPA multi-college investment trust; $5M charitable gift annuity trust, solar and battery storage, wholesale electricity procurement consortium, system-wide library resources, state and federal policy and procedures, bond financing, student housing, cloud based board management software system (BoardDocs/Diligent).
- Partnerships: Sought out and built new partnerships, specifically in student housing and leveraged connections to address legislative and funding changes which would have derailed projects in process. Worked with financial partners provide technical assistance to smaller college foundations on issues such as endowments and planned giving.
- Managed all aspects of Corporate Partners and Sponsorship program.

Friends of Sutter's Fort

Founding Executive Director 10/2009-3/2017

- Transformed docent association into foundation to partner with California State Parks at Sutter's Fort State Historic Park and local corporations, tourism agencies, donors, education and historic community to create innovative programming and fund restoration efforts through public-private partnerships. Worked in partnership with State Park District Superintendent, board, onsite management and park staff to create cohesive efforts on fundraising, program development and restoration.

Foundation Leadership and Financial Management

- Provided executive level strategic leadership to the organization and board of directors, partnering with California State Parks to cultivate donor relationships and engage stakeholders in public-private partnerships for restoration and programming.
- Developed and executed long-term revenue strategies, overseeing all finances and budget management for a $1.3 million budget (not including one-time major gifts), identifying ongoing revenue streams to stabilize cash flow and support organizational goals.
- Managed refresh of retail operations including store renovation, merchandising, staffing and branding.
- Appointed to the Governor's Parks Forward Transformation team to represent foundations which support State Parks. Presented to California State Parks Leadership Team on Successful Partnership with Cooperating Foundations.

Administrative and Staff Leadership

- Managed administration, finance, human resources, and program operations, including overseeing staff training, volunteer programs, and business analysis. Directly supervised accounting and retail teams, ensuring accurate non-profit finance and accounting controls were implemented.
- Supervised staff performance and development, ensuring alignment with organizational goals and supporting ongoing professional growth.
- Administered systems for tracking donations and grants, ensuring compliance with donor stipulations, and reporting financial standing to the Board and senior administration.
- Participated in long-term planning and strategic development with the Board and senior leadership, contributing to the establishment of the foundation as a recognized source of support for public-

private partnerships and historical preservation efforts.

Program Revenue Development and Fundraising

- Created on-going revenue streams to stabilize income and cash flow by evaluating customer interests, collaborating with staff and marketing efforts to community members, tourism and educational partners.
- Led new program development, including events, retail and educational programming that increased annual revenue by 575% during tenure.
- Designed and implemented comprehensive development programs, corporate and foundation relations, and grant writing, securing the largest contributions for educational programming, restoration projects, and exhibits received in Fort history. Solicited, secured and managed private and grant donations for preservation projects, educational programming, and exhibit development.
- Collaborated with community organizations, industry leaders, and philanthropic groups to identify funding opportunities, manage donor relations, and secure in-kind gifts for education and preservation efforts. Included sponsorship development, securing major gifts, and managing corporate and community funding agreements.

Campaign Development and Donor Cultivation

- Planned and managed campaigns for restoration and programming, engaging volunteers, Board members, and corporate partners to meet fundraising goals.
- Cultivated relationships with on-going and potential donors, establishing systems for donor outreach, recognition, and engagement. Led initiatives to develop deferred and planned giving programs to enhance long-term financial support.
- Oversaw membership development and donor communications, preparing targeted materials to acknowledge and celebrate contributions while aligning messaging with strategic organizational goals.

Marketing and Community Engagement

- Developed and oversaw promotional campaigns to advance the foundation's mission, including the creation of marketing materials and community outreach efforts. Represented the foundation at community events and on boards such as the Midtown Business Association and Sacramento Area Museums Association.
- Engaged in DEI initiatives by collaborating with community leaders, stakeholders, and education representatives to incorporate inclusivity into programming. Created Spanish-language materials for outreach and training.

LRM Consulting
LLC Principal, 2005-2010
Old Sacramento Business Association/Downtown Sacramento Partnership 2006 – 2010
Liaison between State of California, California State Parks, City of Sacramento, museums, property owners and business owners on issues involving business development, preservation community and public private partnerships in Old Sacramento.
Historic Old Sacramento Foundation
Consulted on fundraising, event planning, restoration partnerships, educational programming.

LOCAL AFFILIATIONS

Sutter Club Board of Directors, Communications Chair January 2025- present
Sutter Club Foundation, Board of Directors, Treasurer 2023 - 24
Board of Directors Midtown Business Association (PBID) 2012 - 2017
Finance Chair/Executive Committee 2013 - 2014
Board of Directors California League of Parks Associations 2012 – 2014, 2017 - 2017
Board of Directors, Sacramento Associations of Museums Executive Committee 2016 - 2017
Sacramento Convention and Visitors Bureau “2015 Tourism Champion”
Partnership Advisor to the Governor’s Parks Forward Transformation Commission 2015- 2017

Folsom City Council
Staff Report

MEETING DATE:	1/27/2026
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 11540 - A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with Wood Rodgers, Inc. in the Amount of $1,652,000 for the East Bidwell Pedestrian Overcrossing Project, Project No. PW2605, from a Developer Funding Obligation Outlined in the Developer Agreement Adopted by City Council per Ordinance No. 1354 in the Transportation Improvement Fund (Fund 446), and Approving the Project's Inclusion in the CIP, with project funding budgeted at $1,852,000, and Appropriation of Funds
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

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

BACKGROUND / ISSUE

The East Bidwell Pedestrian Overcrossing (POC) project will provide a grade-separated crossing of East Bidwell Street connecting the future Folsom-Placerville Rail Trail project and adjacent residential and office uses on the east side to various land uses (retail, parks, schools, etc.) on the west side. East Bidwell Street, between Highway 50 and Clarksville Road/Scholar Way, is one of Folsom's most heavily traveled roadways, featuring regionally significant shopping centers, office parks, medical offices, essential services, and service destinations that generate intense peak-hour congestion and operational challenges. Currently, there is no grade-separated crossing of East Bidwell Street in the immediate area, and additional pedestrian trips across East Bidwell Street could further exacerbate the existing traffic congestion of the corridor. The proposed POC

is anticipated to be located somewhere between Via Sol and Iron Point Road, as shown in Figure 1 below.

Figure 1 – Conceptual Crossing Locations

The City's Planning Commission approved a new development at the northeast corner of East Bidwell Street and Iron Point Road for the Sutter Medical Office Building, also known as Broadstone Crossing II, that was conditioned to address the project's direct impacts on the operations of nearby roadways and major intersections. While the project is expected to bring much-needed jobs and services to the region, it is also adding new traffic, pedestrian, and bicycle demands that need to be carefully managed. On August 20, 2025, the Planning Commission recommended approval of the Development Agreement between the City, Elliott Homes, and Sutter Health for the Sutter Medical Office Building project. As documented in the staff report and Conditions of Approval, the developer is required to fund up to $2.5 million for design, environmental clearance, and right-of-way acquisition of a pedestrian overcrossing across East Bidwell Street.

On September 9th, 2025, City Council adopted Ordinance No. 1354 approving the Development Agreement, formalizing Elliott Homes' commitment to fund the public improvements, including up to $2.5 million for the design phase of the East Bidwell Street Pedestrian Overcrossing. Additional operational improvements are also being considered to mitigate the impacts on the adjacent developments. As noted in the development agreement, construction of the POC, along with any future maintenance or repairs, is the responsibility of the City.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, Public Works projects or purchases costing $75,049 or greater shall be awarded by the City Council.

In accordance with California Government Code Section 4526, the selection by a state or local agency of professional services from private architectural, landscape architectural, engineering, environmental, land surveying, or construction project management firms shall be based on demonstrated competence and the professional qualifications necessary for the satisfactory performance of the required services.

ANALYSIS

On October 20, 2025, Parks & Recreation staff prepared and released a Request for Proposal (RFP) for engineering design and environmental clearance services for the East Bidwell POC Project. The scope of the proposed work involves CEQA and NEPA compliance, conceptual alternatives analysis, public outreach, design engineering, and preparation of construction plans, specifications, and cost estimates.

On November 17, 2025, staff received two proposals in response to the RFP. A review panel consisting of city staff from the Public Works and Parks & Recreation departments, along with one representative from Elliott Homes, separately evaluated and scored the proposals based on criteria including relevant experience, qualifications of the proposed team, understanding of the project scope, and approach to the work. The methods of analysis are consistent with the requirements of Chapter 10 of the Caltrans Local Assistance Project Manual for consultant selection and comply with a qualification-based selection process as required by California Government Code Section 4526. The results of the independent scoring are summarized below:

Firm Name	Total Average Score
Wood Rodgers, Inc.	84.6
Dokken Engineering, Inc.	82.2

Following the proposal, review process and discussion, staff elected to hold consultant interviews with both firms. Upon conclusion of the interview process, Wood Rodgers, Inc. was selected as the highest-ranked firm from the selection panel. The Wood Rodgers proposal and interview demonstrated a superior understanding of the project constraints. They identified innovative approaches to public outreach and to developing a federal nexus to begin the NEPA process early. The Wood Rodgers team was previously selected for both the Highway 50 Class I Undercrossing Project and the East Bidwell Street Operational Improvements Project, highlighting the efficiencies and cost savings that could be realized by combining certain efforts across the projects, including surveys, right-of-way base mapping, and utility coordination. Additionally, they presented a well-rounded team with strong technical expertise and a proven track record of success on similar types of projects. As a result, the staff recommends awarding the contract to Wood Rodgers, Inc.

In accordance with California Public Contract Code § 4526, which mandates a qualifications-based selection process for professional services such as engineering and construction management, the City is prohibited from opening or considering sealed cost proposals during the evaluation phase, except for the firm ranked highest based on qualifications. Only after Wood Rodgers was identified as the top-ranked proposer was cost considered during contract negotiations.

The contract with Wood Rodgers, Inc., would be authorized in the amount of $1,652,000. The current project budget is summarized as follows:

Design Costs	Costs
Wood Rodgers	$1,652,000

Staff Time (Design)	$200,000
Design Total:	**$1,852,000**

Preliminary construction estimates for the project range from $9.0 to $14.0 million. Detailed construction costs will be refined as design progresses, once a preferred crossing location and structure type have been determined.

Although construction funding has not yet been identified, the scope of work for Wood Rodgers, Inc. includes grant application identification and development support services.

Staff will use the City's standard agreement in a form acceptable to the City Attorney.

The East Bidwell Pedestrian Overcrossing Project is being delivered as a City Capital Improvement Project consistent with the Broadstone Crossing Phase II Development Agreement. Under that Agreement, Elliott Homes is obligated to fund the cost of design, environmental clearance, and right-of-way acquisition for a cost not to exceed $2.5 million.

As outlined in the Development Agreement, Elliott Homes has provided an initial deposit of $1.0 million for the project. Once the available fund balance drops below $150,000, Elliott Homes is required to provide an additional $1.5 million. The proposed contract for Wood Rodgers, Inc. and the estimated staff time needed to complete the design are $1,852,000

Funding for the future construction of the POC is not identified as a requirement of the Development Agreement. Future grant applications for construction funding will be brought to the City Council for consideration at a later date.

FINANCIAL IMPACT

If approved, the contract with Wood Rodgers, Inc. would be for an amount not to exceed $1,652,000. The East Bidwell Pedestrian Overcrossing Project (PW2605) is not included in the FY2025-26 Capital Improvement Plan; therefore, an appropriation is required to fund the contract and staff time associated with the project. Staff recommends an appropriation of $1,852,000 in the Transportation Improvement Fund (Fund 446). Sufficient funds are available in the Transportation Improvement Fund to support the proposed appropriation and would be fully offset by developer funding deposited for the project.

ENVIRONMENTAL REVIEW

Part of this project's scope of services includes performing both a California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental review, which would provide environmental clearance for the project's construction. Staff will seek City Council certification of the environmental documents at a later date.

ATTACHMENT

1. Resolution No. 11540 - A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with Wood Rodgers, Inc. in the Amount of $1,652,000 for the East Bidwell Pedestrian Overcrossing Project, Project No. PW2605,

from a Developer Funding Obligation Outlined in the Developer Agreement Adopted by City Council per Ordinance No. 1354 in the Transportation Improvement Fund (Fund 446), and Approving the Project's Inclusion in the CIP, with project funding budgeted at $1,852,000, and Appropriation of Funds

Submitted,

Kelly Gonzalez, Parks and Recreation Director

RESOLUTION NO. 11540

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A DESIGN AND ENGINEERING CONSULTANT SERVICES AGREEMENT WITH WOOD RODGERS, INC. IN THE AMOUNT OF $1,652,000 FOR THE EAST BIDWELL PEDESTRIAN OVERCROSSING PROJECT, PROJECT NO. PW2605, FROM A DEVELOPER FUNDING OBLIGATION OUTLINED IN THE DEVELOPER AGREEMENT ADOPTED BY CITY COUNCIL PER ORDINANCE NO. 1354 IN THE TRANSPORTATION IMPROVEMENT FUND (FUND 446), AND APPROVING THE PROJECT'S INCLUSION IN THE CIP, WITH PROJECT FUNDING BUDGETED AT $1,852,000, AND APPROPRIATION OF FUNDS

WHEREAS, the City desires to design a grade-separated pedestrian and bicycle overcrossing along the East Bidwell corridor between Via Sol and Iron Point Road; and

WHEREAS, on September 9th, 2025, City Council adopted Ordinance No. 1354 approving the Broadstone Crossing Phase II Development Agreement, formalizing Elliott Homes, Inc. commitment to fund public improvements, including up to $2.5 million for the design phase of the East Bidwell Street Pedestrian Overcrossing; and

WHEREAS, on October 20, 2025, Parks and Recreation staff prepared and released a Request for Proposal (RFP) for engineering design and environmental clearance services for the East Bidwell Pedestrian Overcrossing (POC) Project.; and

WHEREAS, on November 17, 2025, staff received two qualified proposals; and

WHEREAS, following evaluation and ranking of the proposals and subsequent interviews, Wood Rodgers, Inc. was selected based on their project understanding, qualifications, approach to the scope of work, and extensive experience with similar projects in the past; and

WHEREAS, staff reviewed and negotiated the scope and work and fee proposal with Wood Rodgers, and both sides have agreed to complete the work for a not-to-exceed amount of $1,652,000; and

WHEREAS, staff costs for management and delivery of the project are estimated to be $200,000; and

WHEREAS, as outlined in the Development Agreement, an initial deposit of $1.0 million has been provided by Elliott Homes, Inc. for the project. Once the available fund balance drops below $150,000, Elliott Homes is required to provide the additional $1.5 million.

WHEREAS, an appropriation of $1,852,000 from the Transportation Improvement Fund (Fund 446) to the East Bidwell Pedestrian Overcrossing Project (PW2605) will be required to cover the cost of the contract and staff time and would be fully offset by developer funding deposited for the project; and

WHEREAS, the Design and Consulting Services Agreement will be in a form acceptable to the City Attorney.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby authorizes the City Manager to execute a design and engineering consultant services agreement with Wood Rodgers, Inc. in the amount of $1,652,000 for the East Bidwell Pedestrian Overcrossing Project, Project No. PW2605, from a developer funding obligation outlined in the developer agreement adopted by City Council per Ordinance No. 1354, and Approving the Project's Inclusion in the CIP, with project funding budgeted at $1,852,000: and

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Finance Director is authorized to appropriate $1,852,000 in the Transportation Improvement Fund (Fund 446) to the East Bidwell Pedestrian Overcrossing Project (PW2605).

PASSED AND ADOPTED this 27th day of January 2026, by the following roll-call vote:

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

_____
Justin Rathel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	1/27/2026
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 11542 – A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with Wood Rodgers, Inc. in the Amount of $1,121,056.62 for the East Bidwell Street Operational Improvements Project, Project No. PW2603, from a Developer Funding Obligation Outlined in the Development Agreement Adopted by City Council per Ordinance No. 1354 and Appropriation of Funds in the amount of $986,523.48 from the Transportation Improvement Fund (Fund 446) and $134,533.14 from the Measure A Fund (Fund 276)
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

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

BACKGROUND / ISSUE

The East Bidwell Street corridor is one of the City's most heavily traveled arterial routes and a key connector to major commercial, residential, and medical destinations. In recent years, the City has been actively coordinating with Elliott Homes and Sutter Health on the Broadstone II Crossing Project at the corner of East Bidwell Street and Iron Point Road, a significant development effort directly tied to the corridor. These private-sector partners are investing in major infrastructure

improvements in the Broadstone area, including new internal streets, multimodal facilities, utility upgrades, and circulation enhancements that support the long-term buildout of the district.

On August 20, 2025, the Planning Commission recommended approval of the Development Agreement between the City, Elliott Homes, and Sutter Health for the Sutter Medical Office Building project. As documented in the staff report and Conditions of Approval, the developer is required to fund the City's construction of numerous operational improvements along East Bidwell Street and Iron Point Road to mitigate project-generated traffic impacts. These required improvements include turn-lane additions, lane-striping modifications, channelization changes, and updated traffic signal coordination at multiple intersections from Scholar Way to Placerville Road, consistent with the Transportation Impact Study for Broadstone Crossing Phase II.

The Development Agreement establishes that the City will deliver the required East Bidwell Street operational improvements as a Capital Improvement Project, with Elliott Homes contributing an initial amount of $1.445 million towards the preliminary design and right of way costs, and will be responsible for additional construction related costs as identified in the Developer Agreement. This partnership model aligns the timing of the City's infrastructure work with the phasing of the Broadstone II development and formalizes the shared responsibility between Elliott Homes, Sutter Health, and the City for mitigating project-related traffic impacts.

On September 9, 2025, the Council adopted Ordinance No. 1354, approving the Development Agreement, formalizing Elliott Homes' commitment to fund the public improvements, including approximately $3.6 million for East Bidwell Street operational upgrades and a fair-share commitment toward the pedestrian overcrossing. Since that time, the developer, Elliott Homes, has provided the initial amount of $1.445 million and it has been deposited into the Transportation Improvement Fund (Fund 446) by the Finance Department for the project's delivery.
The Broadstone II Crossing Project Transportation Impact Study identifies several operational deficiencies along East Bidwell Street that must be addressed to maintain acceptable levels of service. Increased traffic from the Sutter medical campus expansion, Broadstone commercial area, and adjacent residential neighborhoods results in congestion at the Scholar Way/Power Center Drive, Broadstone Parkway, and Iron Point Road intersections. These findings underscore the need for targeted geometric, signal, and multimodal improvements, as well as pavement rehabilitation along the corridor, to support mobility, emergency access, and consistency with the City's General Plan transportation policies.

In addition to the operational improvements required under the Development Agreement, this project provides an opportunity for the City to address existing pavement deficiencies along the East Bidwell Street corridor. By combining pavement rehabilitation with the planned intersection, roadway, and signal modifications, the City can minimize construction disruptions, avoid repeated lane closures, and reduce long-term maintenance costs. Coordinating pavement work with the other project elements allows the full corridor to be brought up to a consistent condition, extending pavement life while delivering the required traffic mitigation improvements in a single, comprehensive construction effort. Pavement restoration efforts beyond the intersection improvements are to be funded through the City's Measure A Fund (Fund 276) and will be tracked separately for the duration of the project.

Award of a design contract to Wood Rodgers, Inc. is consistent with the Planning Commission and the City Council's direction and the obligations codified in the Development Agreement. The consultant will advance the conceptual traffic mitigation measures shown in Exhibit B, incorporate pavement maintenance and rehabilitation needs, and ensure the final design reflects both the developer's commitments and the City's long-term operational requirements.

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 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

In October 2025, the City issued a Request for Proposals (RFP) through Public Purchase that was downloaded by nine prime consulting firms seeking a qualified consulting team to provide comprehensive design, permitting, environmental, and right of way support services. This included direct outreach to various consulting firms and advertisement on the City's webpage. The RFP emphasized the Public Private partnership, Caltrans involvement, project delivery schedule, public outreach, and constructability.

Staff prepared and released a request for proposal in alignment with a qualification-based selection process as required by California Government Code Section 4526.

Staff received four proposals, all from qualified consultant teams. Four members of City staff and one representative from Elliott Homes participated in both scoring the proposals and the interviews. A matrix of the aggregated scores is listed below.

	Reviewer 1	Reviewer 2	Reviewer 3	Reviewer 4	Reviewer 5	Average
Bennett Engineering (Ben|En)*	74	84	65	75	88	77.2
Jacobs	79	84	75	56	84	75.6
Kimley-Horn and Associates, Inc.	79	61	72	78	81	74.2
Wood Rodgers*	88	67	70	67	84	75.2

*Interviewed

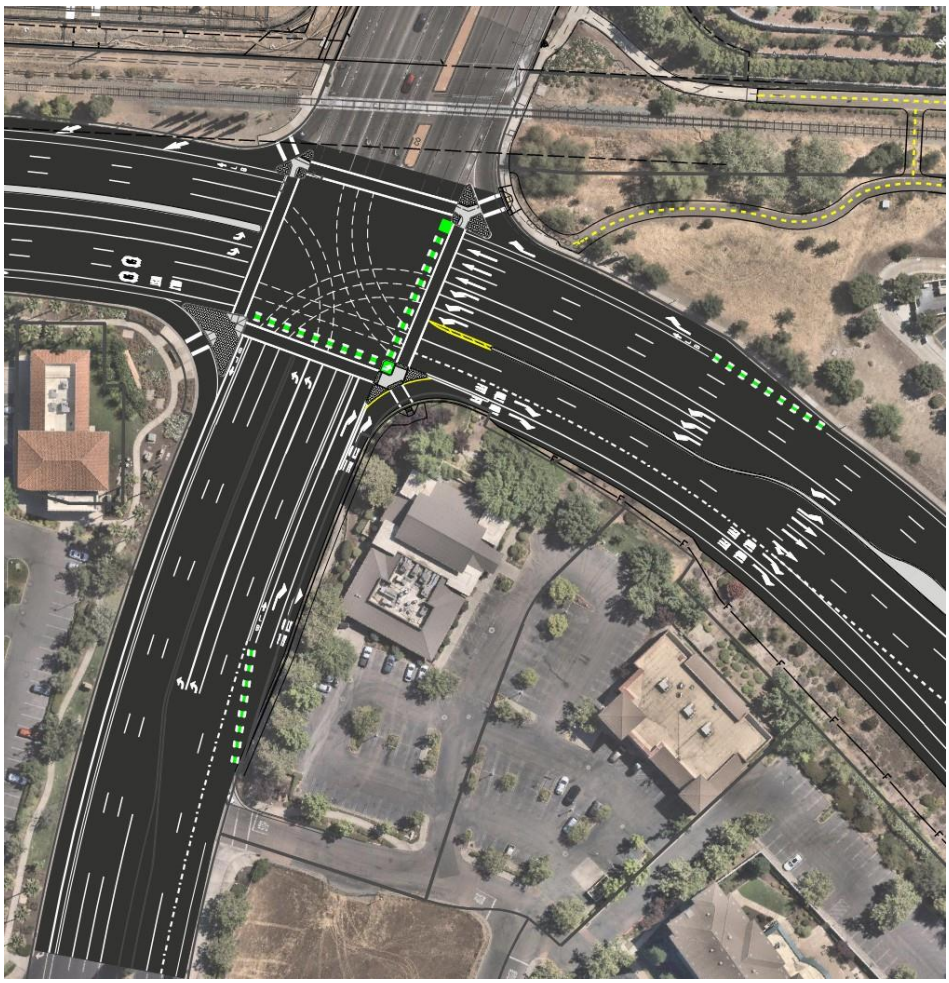
Based on the scores and detailed discussion by the committee, two firms were asked to participate in interviews. As a result of the interview process, the selection committee was unanimous in its recommendation of Wood Rodgers, Inc. The initial fee proposal submitted by the consultant for all tasks was $1,639,383.87. As part of the contract award process, the city engaged in scope and fee negotiations with the consultant and determined that a reduced and refined scope was appropriate for the project.

Staff is recommending approval of a contract in the amount not to exceed $1,121,056.62, with authorization to issue a Notice to Proceed along with the related appropriations.

The project's scope of work for preliminary engineering includes the following tasks:

- Preliminary engineering design and conceptual and final design
- Topographic surveys
- Utility coordination
- Right of way determination
- Caltrans Coordination
- Public Outreach

Upon completion of that phase of work, staff will come back to Council for an update of the final design.



The East Bidwell Street Operational Project is being delivered as a City Capital Improvement Project consistent with the Broadstone Crossing Phase II Development Agreement. Under that Agreement, Elliott Homes is obligated to fund the full cost of the East Bidwell Street / Iron Point Road traffic abatement measures identified in the Transportation Impact Study, with an estimated roadway improvement cost of approximately $3.6 million.

For the roadway improvements, the Agreement requires the developer to provide an initial deposit of approximately $1.445 million at issuance of the first vertical building permit for the Sutter Medical Office Building, followed by an additional deposit of approximately $2.155 million after the initial deposit is expended, for a total of $3.6 million to cover the design, right of way, environmental clearance, and construction costs of the East Bidwell Street operational improvements. The initial deposit of $1.445 million has already been received by the City and is available in the project budget.

Design and construction of the pavement rehabilitation portion along the East Bidwell Street corridor is not part of the developer's obligations under the Development Agreement and will be funded by the City. For this phase of work, the pavement rehabilitation design and related efforts will be funded out of the Measure A Fund (Fund 276). This portion of work is estimated to be $134,533.14 based on the scope and fee from Wood Rodgers, Inc. Approval of this resolution would appropriate $134,533.14 from the Measure A Fund (Fund 276) to the East Bidwell Street Operational Project, Project No. PW2603, to cover the pavement rehabilitation portion of the design scope.

The proposed project budget and funding to date are as follows:

Funding Sources	**Amount**
Fund 276 Measure A Fund (Proposed)	$ 134,533.14
Fund 446 Developer Funding Obligation (Proposed)	$ 986,523.48
Total Appropriations (Proposed)	**$ 1,121,056.62**

FINANCIAL IMPACT

If approved, the contract with Wood Rodgers, Inc. would be for an amount not to exceed $1,121,056.62. The East Bidwell Street Operational Improvements Project (PW2603) was not included in the FY 2025–26 Capital Improvement Plan; therefore, an appropriation is required to fund the contract, funded by the deposit received in the amount of $1.445 million in developer funds and local funds for pavement rehabilitation work. Staff recommends a total appropriation of $1,121,056.62, consisting of $134,533.14 from the Measure A Fund (Fund 276) and $986,523.48 from the Transportation Improvement Fund (Fund 446). Sufficient funds are available in both the Measure A Fund and the Transportation Improvement Fund to support the proposed appropriation. The appropriation from the Transportation Improvement Fund would be fully offset by the received developer funding that has been deposited into that account for the project.

ENVIRONMENTAL REVIEW

Approval of this item authorizes design and preliminary engineering services only and does not approve a specific construction project or any physical changes to the environment. As such, this action is not a "project" for purposes of the California Environmental Quality Act (CEQA) under Guidelines Section 15061(b)(3). Any future construction of the East Bidwell Street operational improvements and pavement rehabilitation will be subject to separate environmental review under CEQA once a detailed scope of work and project footprint are defined.

ATTACHMENTS

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

2. Wood Rodgers, Inc. Scope of Work

Submitted,

Rebecca Neves

Rebecca Neves, PUBLIC WORKS DIRECTOR/CITY ENGINEER

Attachment 1

RESOLUTION NO. 11542

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A DESIGN AND ENGINEERING CONSULTANT SERVICES AGREEMENT WITH WOOD RODGERS, INC. IN THE AMOUNT OF $1,121,056.62 FOR THE EAST BIDWELL STREET OPERATIONAL IMPROVEMENTS PROJECT, PROJECT NO. PW2603, FROM A DEVELOPER FUNDING OBLIGATION OUTLINED IN THE DEVELOPMENT AGREEMENT ADOPTED BY CITY COUNCIL PER ORDINANCE NO. 1354 AND APPROPRIATION OF FUNDS IN THE AMOUNT OF $986,523.48 FROM THE TRANSPORTATION IMPROVEMENT FUND (FUND 446) AND $134,533.14 FROM THE MEASURE A FUND (FUND 276)

WHEREAS, the East Bidwell Street corridor is one of the City of Folsom's most heavily traveled arterial roadways and serves as a key connection to commercial, residential, and medical land uses; and

WHEREAS, the City has entered into a Development Agreement with Elliott Homes and Sutter Health for the Broadstone Crossing Phase II project, which requires the implementation of traffic operational improvements along East Bidwell Street and Iron Point Road consistent with the approved Transportation Impact Study; and

WHEREAS, the City Council adopted Ordinance No. 1354 on September 9, 2025, approving the Development Agreement and formalizing the developer's obligation to fund approximately $3.6 million in East Bidwell Street operational improvements; and

WHEREAS, the City issued a Request for Proposals (RFP) in October 2025 in accordance with California Government Code Section 4526 to solicit qualified engineering firms to provide professional design, permitting, and right of way services for the East Bidwell Street Operational Project; and

WHEREAS, four qualified consultant teams submitted proposals, which were evaluated by a selection panel consisting of City staff and a representative from Elliott Homes, and following interviews and negotiations, Wood Rodgers, Inc. was unanimously recommended as the most qualified firm; and

WHEREAS, funds in the amount of approximately $1.445 million have been received from Elliott Homes pursuant to the Broadstone Crossing Phase II Development Agreement and are available for the East Bidwell Street Operational Project to support design and right of way costs associated with the East Bidwell Street / Iron Point Road operational improvements; and

WHEREAS, an appropriation from the Measure A Fund (Fund 276) and in the Transportation Improvement Fund (Fund 446) to the East Bidwell Street Operational Improvements Project (PW2603) will be required to cover the cost of the contract; and

WHEREAS, the appropriation from the Transportation Improvement Fund (Fund 446) will be fully offset by the received developer funding that has been deposited into that account for

the project; 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 Wood Rodgers, Inc. in an amount not to exceed $1,121,056.62 for professional engineering and consulting services associated with the East Bidwell Street Operational Rehabilitation Project, Project No. PW2603; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Finance Director is authorized to appropriate $134,533.14 from the Measure A Fund (Fund 276) and $986,523.48 in the Transportation Improvement Fund (Fund 446) to the East Bidwell Street Operational Improvements Project, Project No. PW2603.

PASSED AND ADOPTED on this 27th day of January 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

1. Project Management

1.1. Project Management

Consultant will dedicate a Project Manager to coordinate all consultant operations with city, including but not limited to, tracking progress of the scope of work and administering subcontracts. Consultant shall provide overall project management, coordination, and supervision of project staff to facilitate the performance of the work in accordance with standards and requirements of the city and other applicable standards and requirements. The Project Manager consultant shall prepare and submit monthly project progress reports to city Project Manager.

Consultant will prepare and update the Project schedule monthly or as needed. Project schedule shall be logical, complete, and shall consider city peer reviews. Consultant will provide regular reporting on the project status, including, but not limited to, project schedule including planned and actual target dates, contract budget, general progress on project tasks, and project issues and concerns. and procedures.

This scope assumes project management will be required over an eighteen (18) month schedule.

1.2. Coordination and Meetings

Consultant shall conduct a project kick-off meeting and regular monthly meetings with the city, and shall conduct meetings and coordination with other stakeholders, city, Caltrans, and other agencies, in monthly Project Development Team (PDT) meetings or technical workshops and focused meetings as necessary. Consultant will prepare agendas and meeting minutes, communication and distribution of project records and information, and responses to all internal requests for information about the project. This scope assumes that three (3) coordination meetings will be held with Caltrans during the Encroachment Permit approval process, and eighteen (18) monthly PDT meetings held in-person or virtually

1.3. Caltrans Encroachment Permit

Consultant will coordinate with Caltrans and submit an Encroachment Permit application for the widening of E. Bidwell Street, pavement rehabilitation, and pavement delineation work within Caltrans' right-of-way. To facilitate the encroachment permit process and to track expenses within the various funding sources, two (2) encroachment permit applications will be submitted to Caltrans. One application will cover the intersection modifications to the E. Bidwell / Iron Point Intersection, and the other will cover the pavement rehabilitation. Comments received from Caltrans will be tabulated and assessed, and responses will be provided. This scope assumes two (2) rounds of comments / responses will be required to obtain encroachment permit approval for each application.

Task 1 Deliverables

- Project Schedule / Progress Reports (Updated Monthly – 18 Months)
- Monthly PDT Meeting Agendas and Notes (18)
- Stakeholder Meeting Agendas and Notes (3)
- Caltrans Plan Comment Review and Response Matrices (2 per application)

2. Public Outreach and Engagement

The public outreach sub-consultant will provide public outreach and engagement services to support the city throughout the design and pre-construction phases. Outreach will focus on maintaining transparency, ensuring public awareness of project goals and impacts, and facilitating meaningful two-way communication with businesses, residents, and stakeholders within the project limits.

The public outreach su-consultant will tailor a comprehensive, accessible, and locally grounded outreach program to keep the community informed and engaged throughout the project development process.

2.1. Public Outreach Strategy and Coordination

The public outreach sub-consultant will prepare a Public Outreach and Communications Plan in collaboration with the City's Public Works and Communications staff. The plan will:

- Define outreach objectives, key messages, and timeline.
- Identify affected audiences, including corridor businesses, property owners, and residential neighborhoods.
- Outline notification and communication tools (mailers, website content, social media, and news releases).
- Establish coordination procedures with City departments, Caltrans, and the engineering design team.
- Incorporate strategies for minimizing disruptions during design and pre-construction activities.

2.3. Public Meetings and Community Events

The public outreach sub-consultant will organize and facilitate public meetings and open houses to ensure meaningful participation from residents, commuters, and businesses.

Based on the City's preference, outreach will include:

- One Project Kickoff Meeting/Open House to introduce the project, share preliminary design concepts, and gather input.
- Up to one Design Update Meetings to review draft plans and anticipated improvements.
- One Pre-Construction Meeting to present construction phasing, detours, and mitigation measures.

The public outreach consultant will:

- Secure venues (or virtual meeting logistics).
- Develop presentation materials, boards, and handouts in coordination with the design team.
- Manage meeting facilitation, sign-ins, comment collection, and translation support as needed.
- Summarize community feedback for the city and design team.

The consultant will:

- Prepare project exhibits for presentation during public meetings (up to 5)
- Assist in the preparation of power point presentations for stakeholder outreach meetings
- Provide technical staff to support stakeholder outreach meetings
- Provide graphics for inclusion within collateral materials prepared by the public outreach consultant.

2.4. Public Notifications and Mailers

The public outreach consultant will prepare and distribute clear and visually engaging public notifications.

Activities include:

- Two community mailers timed with key milestones (project introduction and pre-construction).
- Preparation of content for city newsletters, social media posts, and web updates.
- Design and printing coordination, using accessible language and branding consistent with City standards.
- Translation into Spanish and other languages as appropriate.

2.5. Visual, Web, and Media Support

The public outreach consultant will Support city staff in maintaining an active and informative digital presence for the project.

Activities include:

- Development of project webpage text and updates for the City's website.
- Coordination of graphics, photos, and progress visuals to illustrate improvements.
- Preparation of social media content (Facebook, X/Twitter, Instagram, and Nextdoor).
- Support for media inquiries and press releases as directed by the City.

2.6. Documentation and Reporting

The public outreach consultant will maintain thorough records of all outreach activities, correspondence, and feedback, providing the City with comprehensive reporting at each phase.

Task 2 Deliverables

- Draft and Final Public Outreach and Communications Plan
- Contact and Stakeholder Database
- Outreach schedule aligned with design milestones
- Team meetings as needed
- Business and Stakeholder Contact Log
- Up to five stakeholder/business community roundtables
- Summary Memo of Issues and Feedback
- Follow-up materials for affected properties
- Meeting notifications and materials (flyers, agenda, boards, sign-in sheets)
- Summary reports documenting attendance, feedback themes, and follow-up actions
- Draft and Final Mailers (two rounds minimum)
- Digital-ready content for website and social media
- Distribution summary (number mailed, areas reached)
- Web and social media content drafts
- Press release coordination and talking points
- Photo documentation/drone for City use
- Monthly progress summaries
- Meeting and outreach documentation
- Final Public Outreach Summary Report, including metrics, materials, and outcomes

3. Survey and Base Mapping

3.1. Data Collection

Consultant will be responsible for obtaining existing as-built maps, topographic data, aerial mapping, and maps and plans of major utilities and proposed utilities within the project area. Relevant data will be gathered from the City of Folsom and Caltrans.

3.2. Mapping and Surveys

Consultant will provide a topographic survey for the project site. Due to the size and complexity of the project site, several survey methods will be used to provide a complete and seamless dataset. Data within the streets will be collected using a mobile LiDAR unit to capture all hardscape features from back-of-walk to back-of-walk. This allows design level data to be captured throughout the project site without putting the field crews in traffic and capture cross-section data wherever the project design requires. An aerial system will be utilized to collect digital images and LiDAR data for the entire project site. This will be used to capture paint stripes, fences, building outlines, and other features beyond what the mobile LiDAR dataset provides.

Consultant will also supplement the aerial and mobile data with ground surveys to provide greater detail in obscured areas, to identify any utility facilities located within the project limits, and to provide design level topo on hardscape tie areas, as well as subsurface utility features as needed to support project design. The mapping scale will be 1”=20’ with one (1) foot contour intervals generated from ground classified LiDAR points, along with any appropriate points collected with the ground surveys. Existing conditions and 2D planimetric features shall be located which will include fences, roads, street improvements, driveways, paths, buildings, walls, landscaping, ditches, culverts, grade breaks, pavement striping or markings, storm drain manholes or inlets, sanitary sewer manholes or cleanouts, water valves or meters, fire hydrants, gas valves, and all underground and overhead utility facilities visible from the surface of the ground, shall be located. Project accuracy will conform to general accepted professional specifications established by the ASPRS Positional Accuracy Standards for Digital Geospatial Data (2014).

Consultant will establish the project control. This includes primary control points throughout the project site, as well as targets and check shots for the aerial surveys and control for supplemental ground surveys to support the development of the topographic survey. The horizontal control shall be based on published data provided by the National Geodetic Survey and the North American Datum of 1983 (NAD83), State Plane, California Zone II, US Survey Feet in ground distances. The vertical control shall be based on published data provided NGS and the North American Vertical Datum of 1988 (NAVD 88). Primary control points will be set outside the proposed project limits and in easily accessible locations, so they are suitable to be used for future Tasks on this project. If specific project control is required, this will be discussed and determined at the project kickoff meeting.

3.3. Utility Base Mapping

Consultant will send utility mapping requests (Utility ‘A’ Letters) to known utility owners in the project area. Consultant will use a combination of record information provided, GIS data, and as-built information to develop a utility base map. It is recommended that verification of underground utilities be completed during the design phase. We have included an estimated direct cost budget for potholing. However, the exact amount may change based on the final design plans.

Task 3 Deliverables

- Survey Control Data and Survey Notes
- Topographic Map with Surface and Right-of- Way Information in an AutoCAD DWG compatible with Civil3D 2024
- Utility Base Mapping (AutoCAD .dwg format)

4. Geotechnical Investigations

4.1. Geotechnical Design/Materials Report (GDMR)

4.1.1. PRELIMINARY REVIEW AND COORDINATION

The geotechnical sub-consultant will meet with the design team to review the preliminary approach and discuss the project needs, goals and schedule. The geotechnical sub-consultant will determine exploration locations, determine site access, and will visit the site prior to field work to mark our exploration location(s) for Underground Service Alert (USA). Crawford will obtain a required Sacramento County environmental health boring permit. Crawford will obtain a Caltrans encroachment permit for our fieldwork within the public right-of-way exploration locations, and schedule traffic control as needed.

4.1.2. SUBSURFACE EXPLORATION

The geotechnical sub-consultant will perform up to four borings to depths ranging from 25 to 30 feet deep at the planned improvements.

Our Engineer/Geologist will direct the sampling and log the borings. At a minimum, we will sample at 5-foot intervals. We will deliver the samples to our laboratory for testing. The drilling contractor will advance the borings with a rubber-tired, truck- or track- mounted drill rig using 4 to 6-inch diameter hollow stem augers, solid stem augers, and/or mud-rotary techniques. Standard Penetration Testing (SPT) and California Modified sampling will be performed within the borings to obtain samples and blow count information. Bulk samples will be collected for R-value testing for pavement section recommendations.

4.1.3. LABORATORY TESTING

The geotechnical sub-consultant will perform the following laboratory tests (if applicable) on relatively undisturbed samples obtained from the exploratory borings:

- Chemical Analysis;
- Moisture Content and Unit Weight;
- Plasticity Index;
- R-Value; and
- Sieve Analysis.

4.1.4. GEOTECHNICAL DESIGN/MATERIALS REPORT

The geotechnical sub-consultant will prepare a Draft GDMR Report generally consistent with current Caltrans Standards for the earth retaining structures and roadway rehabilitation. The report will include:

- scope of work and project description;

- physical setting, including topography,
- drainage and regional/local geology;
- summary of subsurface soil and groundwater conditions;
- slope stability at the ramp embankments;
- allowable bearing capacity and estimated settlement at the retaining wall;
- corrosion evaluation;
- seismic evaluation consistent with current Caltrans ARS standards;
- laboratory test results;
- grading recommendations;
- foundation recommendations;
- equivalent fluid weight recommendations;
- construction considerations;
- Vicinity Map; Fault Map; Geology Map; Site Plan with boring and core locations; Boring logs and legend.

Following receipt of all Draft Report comments, a Final Report will be submitted.

4.2. Foundation Report

The geotechnical sub-consultant will perform a site-specific foundation study to evaluate the subsurface conditions for foundation design of the selected alternative. The proposed traffic signals and light posts are planned to be designed using Caltrans standard plans. Therefore, the field investigation will be limited to include subsurface for the overhead sign.

4.2.1. PROJECT DESIGN TEAM MEETINGS AND MANAGEMENT

The geotechnical sub-consultant will provide project management and allowance for a Principal and/or Senior Project Manager to attend the kick-off meeting and up to five Project Design Team meetings (via video conference or telephone) to address geotechnical design elements of the project.

4.2.2. COORDINATION, OBTAIN PERMITS AND MARK FOR USA

For this task the geotechnical sub-consultant will:

- Determine exploration locations, determine site access, and mark our exploration locations for USA North 811;
- Obtain a Sacramento County Environmental Health Permit for our borings;
- Obtain a Caltrans Encroachment Permit; and
- Coordinate our fieldwork.

4.2.3. SUBSURFACE EXPLORATION

The geotechnical sub-consultant will conduct a subsurface exploration program to characterize the subsurface conditions for the overhead sign structure, traffic signal foundation, and light post foundation on the approach embankments. Crawford will drill, log and sample the following test borings:

- Two borings with depths ranging between 35 to 50 ft deep for the foundation elements of the structures;

The drilling contractor will advance borings with a rubber-tired, truck and/or track mounted drill rig using 6 to 8-inch-diameter hollow, solid stem augers, and/or rotary wash methods. Standard Penetration Testing (SPT) and California Modified sampling will be performed within borings to obtain samples and blow count information. A The geotechnical sub-consultant engineer/geologist will direct the sampling and log the borings consistent with current Caltrans procedures/requirements. At a minimum, we will sample at 5-foot intervals. We will deliver the samples to the laboratory for strength and classification testing. Surface and groundwater conditions will be noted where encountered. Traffic control will be provided with city and Caltrans requirements. The borings will be backfilled per County requirements.

4.2.4. LABORATORY TESTING

The geotechnical sub-consultant will complete the following laboratory tests on bulk and relatively undisturbed samples obtained from the exploratory borings (as appropriate):

- Moisture Content and Unit Weight for bearing capacity and lateral capacity;
- Unconfined Compression and/or Direct Shear testing, for bearing resistance and lateral capacity;
- Sieve Analysis and Plasticity Index for soil classification;
- Resistance Value for pavement design;
- Resistivity, pH, Sulfate Content, and Chloride Content for soil corrosivity analysis; and
- R-value.

4.2.5. ENGINEERING EVALUATION AND ANALYSIS

The geotechnical sub-consultant will perform engineering evaluation and analysis (using computer software where applicable) for the following: bearing resistance; lateral capacity; pile drivability analysis; embankment settlement and downdrag; site seismicity including procedures consistent with current Caltrans Seismic Design Criteria to determine the site acceleration response spectrum (ARS); liquefaction potential; lateral earth pressure and coefficient of friction to resist sliding; flexible and rigid pavements; and soil corrosivity.

4.2.6. FOUNDATION REPORT

The geotechnical sub-consultant will prepare a Foundation Report (FR) for each bridge structure (consistent with current Caltrans guidelines/format) for review and comment by the design team. The report will provide a site/project description, summarize site geology and geologic reconnaissance, subsurface exploration and field and laboratory soil tests, discuss scour considerations as applicable (based on Hydraulics Report prepared by others), and include a “Log of Test Borings” (LOTB) drawing. Earth materials and foundation conditions will be discussed including seismic criteria and the design ARS curve. Each report will discuss structure foundation conditions/ constraints, recommended type, loading of bridge foundation elements, and include construction considerations. The report will also include/address approach roadway site preparation and grading.

The geotechnical sub-consultant services for this task also include allowance for the Caltrans review process to respond to review comments if/as needed. We will contact Caltrans if necessary to rectify comments received on the draft report for concurrence and include comment responses in the final report.

Following receipt of all Draft FR review comments and concurrence with Caltrans, Crawford will prepare and submit a Final FR incorporating the comments as necessary. The FR will be submitted electronically as a PDF file.

Geotechnical Engineering Assumptions

- Our above scope of services assumes the following:
- Traffic control will consist of shoulder work ahead and roadwork ahead signs.
- Borings will be backfilled with cement grout and capped with dyed black concrete, no HMA patching is required.
- Drill spoils will be left on site, spread neatly on the shoulder.
- The city encroachment permit fees will be waived by the City Public Works Department.
- Traffic control will consist of shoulder closures and lane closures with cones, signs, and without flaggers
- The cores will be backfilled with cuttings and 4 inches of dyed black concrete. Placement of hot mix asphalt is expensive and is beyond out scope of services.

Task 4 Deliverables

- Draft and Final GDMR
- Draft and Final Foundation Report

5. Final Design

5.1. Traffic Operations Analysis and Report

Consultant will provide additional traffic analysis to verify operations of the intersection configurations developed during final design. Consultant will prepare a SimTraffic model of the study corridor using traffic volumes and assumptions available in the Broadstone Crossing Phase II Transportation Impact Study and Local Transportation Analysis (T. Kear Transportation Planning & Management, Inc., November 12, 2024). The SimTraffic model will be used to evaluate the proposed roadway improvements under existing and projected (year 2029) traffic conditions in order to determine the best improvement configuration to maintain acceptable LOS and queues. SimTraffic is preferred for this analysis to capture potential weaving, merging, interaction between signals, and other driving behavior that cannot be modeled using deterministic models like Synchro/HCM.

The traffic evaluation will primarily focus on the improvements proposed at the East Bidwell Street & Iron Point Road intersection and adjacent on-ramp, but would also evaluate other proposed improvements on the study corridor as needed to refine the final design. A summary of delay, LOS, and 95th percentile queues will be provided at improved locations. A qualitative evaluation of safety will also be provided to assist with evaluating and comparing potential improvement alternatives. All results of the traffic operations analysis will be summarized in a technical report. Wood Rodgers assumes no new count data would be collected under this scope.

5.2. Preliminary Layout (35% Design and Estimate) and Basis of Design Memorandum

5.2.1. Preliminary Roadway and Intersection Layout

Consultant will prepare a preliminary layout that will serve as the basis for final design. The preliminary layout plans will include the intersection improvements, turn pocket extensions, typical sections at key locations, potential utility conflicts and drainage system modifications, and right of way needs. A preliminary construction cost estimate will be prepared with the appropriate contingencies will be prepared. The preliminary layout plans and estimate will be presented to the city for review along with a basis of design memorandum.

5.2.2. Preliminary Traffic Signal and Lighting Modification Plans

Consultant will prepare preliminary traffic signal plans to accompany the preliminary roadway and intersection layout. The preliminary traffic signal plans will show planned locations for new signal equipment, push buttons, lighting and other relevant appurtenances needed to develop a 35% traffic signal. This effort will include modifications to the East Bidwell Street / Iron Point Road and East Bidwell Street/ Broadstone Parkway intersections, and modifications to the existing City and highway lighting between Iron Point Road and the westbound US 50 on-ramp entrance.

5.3. Drainage Technical Memorandum

Consultant will prepare a drainage technical memorandum covering minor modifications needed for the widening along Iron Point Road and E. Bidwell Street. The report will review the hydrology and hydraulics of the existing drainage systems to ensure the modifications will not disrupt existing drainage patterns.

5.4. Storm Water Data Report (Short Form)

Consultant will prepare a short form Storm Water Data Report (SWDR) to include with the Caltrans Encroachment Permit application. The SWDR will address permanent and temporary water pollution control measures to comply with the State's NPDES general construction permit.

5.4. Traffic Signal, City Street Lighting, and State Highway Lighting PS&E

Consultant will develop PS&E for traffic signal modifications, City street lighting, and State highway lighting based on the preliminary plans developed in Task 5.2.2. All electrical design work will conform to 2025 Caltrans Standard Plans and Specifications, and CA-MUTCD. Traffic Signal, City Street Lighting, and State Highway Lighting PS&E will be submitted at the 60%, 90%, and Final submittals. ***Estimated sheet count for this task is included in Table 1 below.***

5.5. Planting and Irrigation PS&E

Consultant will prepare planting and irrigation plans to restore existing planted areas affected by the project. Planting and Irrigation PS&E will be submitted at the 60%, 90%, and Final submittals. ***Estimated sheet count for this task is included in Table 1 below.***

5.6. 60% Plan Submittal

Consultant will develop the project plans following the City of Folsom and Caltrans Standards. Preparation of the plans set shall include the following plan sheets:

Table 1 – Estimated Sheet Count

Sheet Description	Estimated Sheets			
	Front Sheets	Phase 1 - Iron Point / Bidwell TS	Phase 2 - Secondary Abatements	Phase 3 - Pavement Rehab
Title	1	-	-	-
Key Map	1	-	-	-
Control	1	-	-	-
Typical Sections	-	2	1	1
Layout	-	2	4	8
Profile / Super	-	-	-	-
Construction / Grading Details	-	2	6	-
Drainage Plan	-	1	-	-
Drainage Profiles	-	1	-	-
Drainage Details	-	1	-	-
Drainage Quantities	-	1	-	-
Utility Plan	-	1	-	-
Water Pollution Control	-	2	-	-
WPC Q's	-	1	-	-
Erosion Control	-	2	-	-
Stage Construction	-	2	-	2
Detour Plans	-	-	-	8
Sign Plan	-	2	-	-
Overhead Sign Plan	-	2	-	-
Sign Quantities	-	2	-	-
Pavement Delineation	-	2	-	8
PD Q's	-	1	-	-
Summary of Quantities	-	2	-	-
Signal Mod (Iron Point)	-	3	-	-
Signal Mod (Broadstone)	-	-	1	-
Signal Mod (Scholar)	-	-	1	-
State Highway Lighting	-	1	-	-
State Traffic Signal Mod (WB off-ramp)	-	2	-	-
State Electrical Details	-	5	-	-
State Electrical Quantities	-	1	-	-
City Lighting	-	1	-	-
City Lighting Detail	-	1	-	-
Landscaping / Irrigation	-	8	8	-
Subtotal	**3**	**51**	**21**	**27**
Total Sheets	**102**			

Preparation of the roadway plans shall be consistent with City of Folsom and Caltrans Standards. Wood Rodgers shall perform internal QA/QC plans check and review and shall submit copies to City for peer review prior to submittal to the City.

For the purposes of advancing the design and construction of the intersection capacity improvements, we propose to split the overall project into two locations. Since the intersection capacity improvements are critical to traffic operations with the coming Sutter Medical Office complex and the need for any improvements within the State's right of way to be approved through the Caltrans' Encroachment Permit process, we want to focus on getting the design and approval early in the schedule. This work will also require partial acquisitions from a few property owners and have the highest potential for utility conflicts that will need resolution, increasing the amount of time necessary for right of way and utility certifications to be obtained. The pavement rehabilitation work will initially lag while the geotechnical investigations are completed and a rehabilitee strategy is established, the two project elements will be completed and ready for construction concurrently.

Wood Rodgers will prepare the Specifications and Special Provisions and PS&E Quantities and Estimates for the project following the City of Folsom and Caltrans Standard Specifications.

A subset of the 60% plan set, for work that is within the State's Right of Way, will be developed to a 95% level using Caltrans' standards and included in the Encroachment Permit Application package for Caltrans' review.

5.7. 90% Plan Submittal

Wood Rodgers will address comments received from the 60% plans and incorporate changes as appropriate in the final combined PS&E package. Under this task, Consultant shall perform an internal QA/QC plans check and review and shall submit the final combined PS&E package to an independent reviewer, will be provided. The independent reviewer shall be a registered Professional Engineer in the State of California and shall certify the quality of the package and that the plans are constructible.

We will respond to comments received during the initial review of the Encroachment Permit Application package and resubmit the package for approval an issuance of the Encroachment Permit for construction.

5.8. Final PS&E Submittal

Wood Rodgers will address comments received from the 90% plans and incorporate changes as appropriate in the final combined PS&E package.

5.9. Construction Bid Package

Wood Rodgers will address final changes and sign the improvement plans for City approval and advertisement for construction. This task also includes preparation of the pending Resident Engineer File and other supplemental PS&E materials, which would include the following:

- Memo to RE
- Geotechnical Design Information
- Caltrans contact information
- General Cross-Sections
- Task 5 Deliverables:

- Preliminary Layout Plans and Estimate (PDF Exhibit)
- Basis of Design Report
- 60% P&E, 90% PS&E, Final PS&E (36x24 Full Size PDF)
- Traffic Operations Analysis Report
- Drainage Technical Memorandum
- Storm Water Data Report (Short Form)
- Transportation Management Plan
- Pending Resident Engineer File
- Supplemental PS&E Materials
- QA/QC Plan Check and Review Documents at Each Submittal

Task 5 Deliverables

- Preliminary Layout Plans and Estimate (PDF Exhibit)
- Basis of Design Report
- 60% P&E, 90% PS&E, Final PS&E (36x24 Full Size PDF)
- Traffic Operations Analysis Report
- Drainage Technical Memorandum
- Storm Water Data Report (Short Form)
- Pending Resident Engineer File
- Supplemental PS&E Materials
- QA/QC Plan Check and Review Documents at Each Submittal

6. Right of Way

It's anticipated that property rights will need to be acquired from up to three (3) properties for the proposed widenings along Iron Point Road and E. Bidwell Street. Documentation of utility coordination will be required as part of the Caltrans Right of Way Certification. This scope assumes no changes to Caltrans right of way or access control will be required. The following scope addresses this work:

6.1. Right of Way Engineering and Support

A project right-of-way map will be developed from available County of Sacramento GIS line work with a review of available record information and record maps to determine existing right-of-way and property lines. Wood Rodgers will also coordinate with City of Folsom counterparts to gather any right-of-way information or records to help establish the City's right-of-way lines. This effort will also include the location of strategically located survey monuments to support the establishment of the street centerlines and rights-of-way.

Once project design begins and the three (3) areas of acquisition are established. Wood Rodgers will order and review three (3) Preliminary Title Reports (PTR). Along with preparing legal descriptions and plats for the three (3) acquisition areas.

6.2. Right of Way Appraisals and Acquisitions

Monument will work closely with the Project Engineer and the City to ensure that all necessary property rights are acquired to allow for construction of the Project.

All services will be performed in accordance with all applicable statutory and regulatory requirements, including: the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24), as amended; the Real Property Acquisition Guidelines (Title 25, California Code of Regulations); and the City's own policies and procedures.

6.2.1. APPRAISALS

All appraisals and appraisal reviews used for the acquisition of real property will be prepared in accordance with 49 CFR Part 24 and the Uniform Standards of Professional Appraisal Practice (USPAP). A single self-contained appraisal report will be prepared for each property acquisition that will contain relevant project-related data, subject property information, market comparables, and an analysis of the appraiser's value conclusions.

During the appraisal process, Monument will be responsible for the following tasks:

- Prepare appraisal scope, fee, and schedule for each property.
- Prepare and deliver appraisal notices to property owners.
- Conduct field reviews of property with appraiser.
- Make weekly contact with appraisers to update progress.
- Review appraisal reports for quality and accuracy.

Appraisals will be prepared in accordance with USPAP requirements, and will contain the following:

- Adequate description of the physical characteristics of the property being appraised (and, in the case of a partial acquisition, an adequate description of the remainder).
- Any identified personal property.
- Statement of any known or observed encumbrances and the location, zoning, present use, and year sales history of the property.
- An analysis of the property's highest and best use.
- All relevant approaches to value consistent with established federal appraisal practices. If more than one approach is used, there will be an analysis and reconciliation of the approaches to support the appraiser's opinion of value.
- A listing and analysis of comparable sales, including a description of all relevant physical, legal, and economic factors such as parties to the transaction, source, and method of financing, and verification by a party involved in the transaction.
- A statement of the value of the real property interest to be acquired and, for a partial acquisition, a statement of value of the damages and benefits, if any, to the remaining real property where appropriate.
- The effective date of valuation and date of appraisal report, with signed certification of the appraiser.

6.2.2. ACQUISITION AND NEGOTIATION

Based on our understanding of the project and information provided by the City, Monument assumes that the Project will require the acquisition of property rights from up to three (3) owners. Monument will provide all services required for the City to purchase the right-of-way required to construct the Project. All tasks will be performed in accordance with applicable Federal, State and local regulations, and the City's internal policies and procedures. Specifically, Monument will:

- Coordinate and manage the acquisition process with the City, legal counsel, design team, property owners, and tenants along with the title company, appraisers, and other consultants to insure effective cross-discipline communications.
- Review right-of-way plans, appraisal reports, title reports, appraisal maps and legal descriptions and all other pertinent documents.
- Prepare acquisition offer packages consisting of the City's written purchase offer, appraisal summary statement, acquisition brochure, acquisition agreement, conveying instruments (Grant Deed, Permanent and/or Temporary Easements, etc.), Certificate of Acceptance, recommendation of Just Compensation, plat maps and legal descriptions, and Title VI Information.
- Monument's acquisition agent will attempt to meet personally with each property owner to present the offer and discuss the acquisition process.
- Negotiate in good faith with each property owner or their agent or representative and address any questions or concerns that may arise during the acquisition process.
- Establish and maintain an acquisition file for each property owner and maintain a file checklist pursuant to the City's specifications.
- Promptly transmit executed documents to the City for acceptance and processing.
- If necessary, prepare and submit a Letter of Recommendation for any proposed administrative settlements, which will include a chronology of the negotiation efforts, and provide supporting documentation and an explanation of the rationale behind the recommendation.
- Escrow Coordination – Serving as liaison between the City and the title company, we will facilitate the opening of escrows, assist the escrow company in obtaining any necessary additional documentation, supervise and review the closing of escrows, and review closing statements for completeness and accuracy.
- Our primary goal will be to reach an agreement with each property owner, and we will work with the City to develop solutions to achieve this goal. Should negotiations reach an impasse, we will provide a written recommendation condemnation action, including all required justification and supporting documentation.
- Provide bilingual acquisition agents, if necessary.
- Upon project completion, completed acquisition files will be provided electronically for each impacted owner.

6.3. Utility Coordination Support Services

Wood Rodgers will provide utility coordination support services per applicable professional standards and the City standards and all applicable laws and regulations.

Task 6 Deliverables

- Up to three (3) appraisal reports
- Up to three (3) executed Agreements and Deeds/Easements.
- Up to three (3) appraisal exhibits
- Up to three (3) plats and legal descriptions for partial acquisitions.
- Communicate and coordination with the utility companies.
- Maintain Utility Correspondence Diary.

- Prepare the A, B, C letters according to City and Caltrans procedures.
- Coordinate work with utilities and review facility relocation designs provided by the utility companies to ensure they are consistent with the project design and proposed ROW.
- Develop Reports of Investigations and Notice to Owner;
- Coordinate utility relocation schedules for timely completion (as required)

Task 7 Pavement Rehabilitation

7.1. Pavement Design Memorandum

The geotechnical sub-consultant understands that the pavement rehabilitation portion of this project will likely consist of resurfacing efforts to address pavement distress features that have surfaced to the top of the roadway. Crawford will perform the following scope of services to support the design team with the development of rehabilitation strategies taking into consideration the current thickness of the existing pavement section, desired traffic index and design life, presence of utilities and driveways, cost and schedule.

7.1.1. FIELD PREPARATION AND PERMITS

- Coordinate with the design team for rights-of-entry and discuss the project design needs, goals, and schedule;
- Visit the site to mark our boring locations for USA North 811;
- Obtain a no-fee City encroachment permit; and
- Coordinate our fieldwork.

7.1.2. PAVEMENT CONDITION ASSESSMENT

The geotechnical sub-consultant will walk the alignment noting the condition of the pavement, including general notes about transverse and longitudinal cracking, rutting, and failure areas (alligator cracking). Crawford will provide an aerial map or comment on plans provided by the design team including notes related to the location and general size of the failure locations for cost estimating purposes of dig out/ repair locations.

7.1.3. PAVEMENT CORING AND LABORATORY TESTING

To measure the existing structural pavement sections (HMA and AB), Crawford will perform 14 pavement cores, with a minimum of one pavement core on each street. An Engineer/Geologist will direct the coring and sampling. At each core location, Crawford will use a diamond tipped core bit 4 to 6 inches in diameter to core through the existing pavement. The existing pavement sections (HMA and AB) will be measured, and subgrade samples will be retrieved for R-value testing.

Native sampling may fluctuate depending on soil conditions encountered at the time of work. Not all material may be suitable for testing (such as hard pan, coarse aggregates such as cobbles or backfill material). Crawford will provide appropriate testing for design purposes based on what it is encountered in the field.

Cores will be backfilled with sand and topped with dyed black quick setting concrete to match the existing road. Hot mix asphalt patching is not included in our scope of services since the road will be rehabilitated soon. We will work with the City encroachment permit department on the traffic control requirements; however, we expect traffic control to consist of road work ahead signs, lane shifts, and lane closures without flaggers.

7.1.4. ENGINEERING EVALUATION AND ANALYSIS

Following the results of our fieldwork and R-value testing, The geotechnical sub-consultant will perform engineering analyses to determine the following:

- Current traffic index based on the results of the cores, assigned gravel factors for the in-place materials, and thickness of the existing pavement section.
- New pavement section thicknesses based on the desired traffic index (provided by others) for comparison purposes only.
- Various pavement rehabilitation options including mill and overlay with dig outs, pavement recycling options (such as partial depth recycling or cold in-place recycling), remove and replacement, and full depth HMA.

7.1.5. PAVEMENT DESIGN MEMO

The geotechnical sub-consultant will prepare a report containing:

- Project description and scope of services;
- Subgrade soil conditions;
- Existing pavement condition;
- Results of our pavement coring, presence of overlays and fabric, and current traffic index;
- R-value test results;
- Conclusion and Discussions;
- New pavement section recommendations for traditional AB and HMA and full depth HMA based on the traffic index provided by the Design Team;
- Rehabilitation options considering mill and overlay with dig outs and recycling options including partial depth recycling and cold in-place recycling; and
- Vicinity map, site plan, dig out map(s), core logs, and core photos.

7.2. Pavement Rehabilitation PS&E

Consultant will prepare planting and irrigation plans to restore existing planted areas affected by the project. Planting and Irrigation PS&E will be submitted at the 60%, 90%, and Final submittals. ***Estimated sheet count for this task is included in Table 1 below.***

7.3. Transportation Management Plan

Consultant will prepare a Transportation Management Plan (TMP) for the project consistent with Caltrans Transportation Management Plan Guidelines (dated November 2015). The TMP will consist of sections addressing some or all the following strategies at a plan level: roles and responsibilities, public information, motorist information, incident management, construction strategies (e.g., lane closure charts), demand management, alternative routes (or detours), and continency plans. Wood Rodgers will coordinate with Caltrans Traffic Operations on preparation and review of the TMP. Wood Rodgers will prepare materials required for a major lane closure request for the ramp and any needed lane closures within Caltrans right of way. Recent data will be obtained from the Caltrans Traffic Census Program website, the Performance Measurement System (PeMS) website, or via a request to Caltrans Traffic Operations staff. It is assumed that Wood Rodgers will not collect new data for the TMP, and all data will be obtained from Caltrans and recent available traffic studies.

Task 7 Deliverables

- 60% P&E, 90% PS&E, Final PS&E (36x24 Full Size PDF)
- Transportation Management Plan
- Draft and Final Pavement Design Memo

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