

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION AGENDA
January 17, 2018
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

CALL TO ORDER PLANNING COMMISSION: Kevin Mallory, Justin Raitchel, Aaron Ralls, Thomas Scott, Vice Chair John Arnaz, Jennifer Lane, Chair Ross Jackson

Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California and at the table to the left as you enter the Council Chambers. The meeting is available to view via webcast on the City's website the day after the meeting.

PLEDGE OF ALLEGIANCE

CITIZEN COMMUNICATION: The Planning Commission welcomes and encourages participation in City Planning Commission meetings, and will allow up to five minutes for expression on a non-agenda item. Matters under the jurisdiction of the Commission, and not on the posted agenda, may be addressed by the general public; however, California law prohibits the Commission from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Commission.

MINUTES

The minutes of November 1, 2017 will be presented for approval.

Election of Chair and Vice-Chair

Presentation by City Engineer, Steve Krahn, on Folsom Plan Area Infrastructure

NEW BUSINESS

1. **PN 17-386, Stogies Cigar & Lounge, 700 Glenn Drive, Ste. 120 – Conditional Use Permit and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from The F Sticks, LLC for a Conditional Use Permit to operate a cigar shop and smoke lounge at 700 Glenn Drive, Suite 120 (Sibley Retail Center). The zoning classification for the site is M-1, and the General Plan land-use designation is IND. The project is exempt from environmental review under CEQA Guidelines Section 15301 (existing facilities). **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: The F Sticks, LLC)**

2. PN 17-307, Mangini Ranch Phase 2 Subdivision – Large Lot Vesting Tentative Subdivision Map, Small Lot Vesting Tentative Subdivision Map, Project Design Guidelines Modification, Inclusionary Housing Plan, and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Carpenter East, LLC and Folsom Real Estate South, LLC for approval of a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines Modification, and Inclusionary Housing Plan for development of a 901-unit residential project on a 203-acre site located within the Folsom Plan Area (APN Nos. 072-3190-035 and 072-0060-081). The Specific Plan designations are SP-SFHD-PD, SP-MLD-PD, SP-MHD-PD, SP-P, SP-P/QP, SP-OS1, and SP-OS2, while the General Plan land use designations are SFHD, MLD, MHD, P, P-QP, and OS. The proposed project conforms to the Folsom Plan Area Specific Plan (FPASP) and there has been no substantial changed conditions requiring a subsequent Environmental Impact Report (EIR) to the FPASP, therefore the proposed project is exempt from CEQA under Government Code Section 65457 and CEQA Guidelines Section 15182. **(Project Planner: Principal Planner, Steve Banks / Applicant: Carpenter East, LLC**

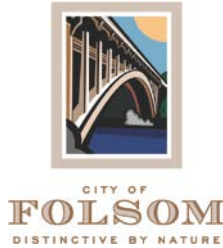
PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **February 7, 2018**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6203 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6203, (916) 355-7274 (fax) or apalmer@folsom.ca.us. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

The appeal period for Planning Commission Action: Any appeal of a Planning Commission action must be filed, in writing with the City Clerk's Office no later than ten (10) days from the date of the action pursuant to Resolution No. 8081. 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.



PLANNING COMMISSION MINUTES
November 1, 2017
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION: Jennifer Lane, Kevin Mallory, Justin Raitchel, Aaron Ralls, Thomas Scott, Vice Chair John Arnaz, Chair Ross Jackson

ABSENT: Arnaz

CITIZEN COMMUNICATION: None

MINUTES: The minutes of October 4, 2017 were approved as submitted.

NEW BUSINESS

1. **PN 17-322, Mangini Ranch Villages 1 and II – Residential Design Review and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Taylor Morrison of California for approval of a Design Review Application for 206 single-family residential units located within the Village I (108 units) and Village II (98 units) of the previously approved Mangini Ranch Subdivision. Specifically, Taylor Morrison is requesting design review approval of eight (8) master plans for the Village I and Village II within the Mangini Ranch Subdivision. The project has been determined to be exempt from the California Environmental Quality Act (CEQA) by Section 15182 of the CEQA Guidelines. **(Project Planner: Principal Planner, Steve Banks / Applicant: Taylor Morrison)**

COMMISSIONER SCOTT MOVED TO APPROVE THE DESIGN REVIEW APPLICATION FOR 206 SINGLE-FAMILY RESIDENTIAL UNITS FOR THE MANGINI RANCH VILLAGE 1 AND 2 SUBDIVISION PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C; DESIGN REVIEW FINDINGS D; CONDITIONS OF APPROVAL 1 – 14. MODIFYING CONDITION NO. 12 TO ADD #7 THAT READS AS FOLLOWS, “Additional design details including but not limited to window enhancements and a varied garage door design shall be added to the “Farmhouse” design-themed master plans to the satisfaction of the Community Development Department.”.

COMMISSIONER RALLS SECONDED THE MOTION, WHICH CARRIED THE FOLLOWING VOTE:

AYES: LANE, RAITHEL, RALLS, SCOTT, JACKSON
NOES: MALLORY

ABSTAIN: NONE
ABSENT: ARNAZ

2. PN 17-346, 2757 East Bidwell Street, McDonald's Restaurant – Commercial Design Review and Determination that the Project Exempt from CEQA

A Public Hearing to consider a request from Kevin McAuley for Commercial Design Review approval for a façade modifications and new exterior paint colors to an existing commercial building (McDonald's) located at 2757 East Bidwell Street. The project site is zoned for C-3 PD (General Commercial, Planned Development District) and the General Plan land-use designation for the site is RCC (Regional Commercial). The project is categorically exempt from environmental review under Section 15301 of the CEQA Guidelines (Existing Facilities) **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: Kevin McAuley)**

COMMISSIONER SCOTT MOVED TO APPROVE COMMERCIAL DESIGN REVIEW FOR FAÇADE ALTERATIONS, AND NEW EXTERIOR PAINT COLORS FOR THE EXISTING 3,811-SQUARE-FOOT MCDONALD'S RESTAURANT BUILDING LOCATED AT 2757 EAST BIDWELL STREET WITHIN THE BROADSTONE PLAZA SHOPPING CENTER WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDING C; DESIGN REVIEW FINDINGS D – F; CONDITIONS OF APPROVAL NO. 1 – 17.

COMMISSIONER JACKSON SECONDED THE MOTION, WHICH CARRIED THE FOLLOWING VOTE:

AYES: MALLORY, RAITHEL, SCOTT, JACKSON
NOES: LANE, RALLS
ABSTAIN: NONE
ABSENT: ARNAZ

3. PN 17-340, 6610 Folsom Auburn Rd., Origin Tattoo – Conditional Use Permit and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Nick Stephenson for approval of a Conditional Use Permit to operate a tattoo establishment and art gallery within a commercial space located at 6610 Folsom Auburn Road, #1. The project is categorically exempt from environmental review under Section 15301 of the CEQA Guidelines (Existing Facilities). **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: Nick Stephenson)**

COMMISSIONER JACKSON MOVED TO APPROVE A CONDITIONAL USE PERMIT TO ALLOW ORIGIN TATOO TO OPERATE AT THE PROPERTY LOCATED AT 6610 FOLSOM AUBURN ROAD, SUITE NO. 1 WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDING C; CONDITIONAL USE PERMIT FINDINGS D; CONDITIONS OF APPROVAL NO. 1 – 13.

COMMISSIONER RALLS SECONDED THE MOTION, WHICH CARRIED THE FOLLOWING VOTE:

AYES: LANE, MALLORY, RAITHEL, RALLS, SCOTT, JACKSON
NOES: NONE
ABSTAIN: NONE
ABSENT: ARNAZ

PLANNING MANAGER REPORT

None

RESPECTFULLY SUBMITTED,

Amanda Palmer, SECRETARY

APPROVED:

Ross Jackson, CHAIRMAN

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE: Stogies Cigar & Lounge Conditional Use Permit

PROPOSAL: Request for approval of a Conditional Use Permit to operate a cigar shop and smoke lounge within an existing 1,000-square-foot retail commercial tenant space located at 700 Glenn Drive, Suite 120 (Sibley Retail Center)

RECOMMENDED ACTION: Approve, based on findings and subject to conditions

APPLICANT/OWNER: The F Sticks LLC/ Natoma Equities LLC

LOCATION: 700 Glenn Drive, Suite 120

ASSESSOR'S PARCEL NUMBER: 071-0020-0310-0000

GENERAL PLAN DESIGNATION: IND (Industrial/Office Park)

ZONING: M-1 (Light Industrial)

SITE CHARACTERISTICS: The Sibley Retail Center is an existing 7,678-square-foot multi-tenant retail building located on a 0.66-acre site located at the northwest corner of Sibley Street and Glenn Drive. Suite 120 of this center is 1,000 square feet. The site is paved, striped and landscaped.

ADJACENT LAND USES/ZONING: North: Sibley Street and residences zoned R-4 (PD)
South: Glenn Drive and industrial land zoned M-1
East: Sibley Street with residences zoned R-M (PD) beyond
West: Residences zoned R-M (PD)

PREVIOUS ACTION Architectural Review Commission approval of Site Design Review in 2006 (PN 05-394) for development of a 7,678- square-foot retail commercial building.

FUTURE ACTION

Issuance of Building Permits

APPLICABLE CODES:

FMC Section 8.17 Smoking Regulations
FMC Section 17.22 Commercial Uses
FMC Section 17.60 Use Permits
FMC Section 17.28 Light Industrial District

ENVIRONMENTAL REVIEW:

This project is categorically exempt from environmental review under Section 15301 of the CEQA Guidelines (Existing Facilities).

ATTACHED REFERENCE MATERIAL

1. Vicinity Map
2. Site Plan and Floor Plan
3. Project Narrative
4. Site Photographs
5. Public Comments Received

PROJECT PLANNER

Josh Kinkade, Assistant Planner

BACKGROUND

In 2006, the Architectural Review Commission approved plans for development of a 7,678-square-foot retail commercial building and associated site improvements and landscaping, located on a 0.66-acre site at 700 Glenn Drive, on the northwest corner of the intersection of Glenn Drive and Sibley Street. The building has since been constructed and occupied by multiple tenants.

APPLICANT’S PROPOSAL

The applicant, The F Sticks, LLC, is requesting approval of a Conditional Use Permit to operate a cigar shop and smoke lounge at 700 Glenn Drive, Suite 120. The proposed cigar retail store and smoking lounge will be located in a 1,000-square-foot inline retail tenant space. The proposed 350-square-foot cigar shop would also sell pipe tobacco, cigar accessories (i.e. humidors, cases), wood tobacco pipes and accessories and lighters. No glass pipes or paraphernalia are proposed to be sold. The proposed 650-square-foot smoke lounge would include seating and a television. The business does not propose any food or drink service, or any outdoor or outside customer areas. Proposed hours are Sunday through Thursday 10:00 a.m.-8:00 p.m. and Friday through Saturday 10:00 a.m.-11:00 p.m.

GENERAL PLAN AND ZONING CODE CONFORMANCE

The General Plan land use designation for the project site is IND (Industrial/Office Park) and the zoning designation M-1 (Light Industrial). The zoning district corresponds with the General Plan land use designation. The existing building in which the proposed business will be located meets all of the Folsom Municipal Code (Section 17.30) development requirements including setbacks, building coverage, lot area, lot width, and parking. Folsom Municipal Code (FMC) sections 17.28.020, 17.22.030 (Commercial Use Table), and 17.22.040, combine to permit tobacco shops and smoke lounges within an M-1 zoning district when the commercial structure is located 500 feet or more from a residential use and 1,000 feet from the property line of any public or private school (kindergarten to twelfth grade), and as long as the operating hours are between 6:00 a.m. and 11:00 p.m. If not within the prescribed conditions as described above, the

use is subject to the issuance of a Conditional Use Permit (CUP). In this specific instance, the proposed cigar shop and smoke lounge is located within 500 feet of a residential land use, thus the Folsom Municipal Code dictates that the proposed use is permitted upon approval of a Conditional Use Permit by the Planning Commission.

LAND USE COMPATIBILITY/SITE CONSIDERATIONS

In order to approve this request for a Conditional Use Permit (CUP), the Commission must find that the “establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City.”

In reviewing the request for the CUP, staff took into consideration a variety of factors, including the products proposed to be sold and potential site-specific impacts related to the sale and smoking of cigars. Additionally, in reviewing the request for the CUP to operate the cigar retail store and smoking lounge within the Sibley Retail Center, staff took into consideration the potential impact to existing businesses. Existing businesses in this center include a martial arts studio and a fitness center.

As referenced in the project description, the proposed cigar retail store and smoking lounge will be located in a 1,000-square-foot inline retail tenant space. The use will be entirely indoors, as mandated in Condition 16. The sale of products at the proposed business will be limited to cigars, pipe tobacco, cigar accessories (i.e. humidors, cases), wood tobacco pipes and accessories and lighters. No glass pipes or paraphernalia are to be sold at the business. These requirements are mandated in Condition 14. If conditions set forth in this staff report related to operational requirements are not being met, the business would be subject to Code Enforcement action. Smoking-related businesses are regulated at a State-level by the California Department of Public Health, the California Health and Safety Code and the California Labor Code, and locally by Chapter 8.17 of the FMC.

With respect to traffic/access/circulation and parking-related impacts, staff does not anticipate any significant impacts as the proposed use is limited (1,000-square-foot retail space with no food or entertainment component/minimal vehicle trips) in nature and is located within a fully developed shopping center that includes existing driveways, drive aisles, and parking.

In relation to noise-related impacts, staff does not expect any significant impacts due to the fact that the proposed use does not include any entertainment features (no amplified music, no live music, no food or drink service, etc.) or any outdoor component. Staff has determined that the proposed project will not have a visual impact as the business will be located within an existing building and no exterior modifications are proposed other than signage. With regard to odor-related impacts, no impacts are anticipated as the subject tenant space is required to have a self-contained ventilation system (per the 2015 International Mechanical Code and FMC Section 8.17.080) and no use of outdoor space is proposed. Conditions 11 and 16 will ensure that no smoke will impact adjacent tenant spaces or adjacent outdoor areas.

PUBLIC COMMENTS RECEIVED

Following release of the public notice for the project, staff received five comment letters from neighboring residents (see Attachment 5). All five letters expressed concerns over the sales of drugs at Stogies Cigar and Lounge. Staff notes that only tobacco products and tobacco accessories will be sold at the project site, that only tobacco will be smoked in the lounge and

that minors are not allowed in the business. These details are ensured through Conditions 14 and 17. Furthermore, doors are to remain closed (except to allow entry and exit to and from the tenant space), outdoor activity of any kind is prohibited for this business, and the business is required to have its own self-contained ventilation system, per Conditions 11 and 16. These conditions will ensure that the business does not have an adverse impact on surrounding businesses and residents. If these conditions are not being complied with, the Community Development Director will refer the use permit to the Planning Commission for review. If, upon such review, the Planning Commission finds that any of the above-stated results have occurred, the Commission may modify or revoke the Conditional Use Permit, per Condition 4.

In summary, with respect to products to be sold and site-specific impacts, staff has determined that the proposed project has been conditioned to ensure that the proposed business will be operated in a proper manner with respect to public health, safety, and welfare, and is compatible with existing businesses in the Sibley Retail Center. Staff has also determined that the proposed project conforms to all existing and applicable federal, state, and local laws. With respect to site-specific impacts, staff has determined that the proposed project is compatible with existing businesses in the Sibley Retail Center. In addition, staff has determined that the proposed project will not have a significant impact on adjacent business and residents in terms of traffic/access/circulation, parking, noise, odor, and aesthetics. It is important to note that staff has included a number of conditions (Conditions No. 1-21) to ensure that the proposed business is operated in a proper manner with respect to public health, safety, and welfare.

ENVIRONMENTAL REVIEW

The project is categorically exempt from the California Environmental Quality Act (CEQA) under Section 15301 (Existing Facilities) of the CEQA Guidelines. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption(s) in this case.

STAFF RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO APPROVE A CONDITIONAL USE PERMIT TO ALLOW STOGIES CIGAR & LOUNGE TO OPERATE WITHIN A 1,000-SQUARE-FOOT RETAIL TENANT SPACE LOCATED AT 700 GLENN DRIVE, SUITE 120, WITH THE FOLLOWING FINDINGS AND CONDITIONS (NO. 1-21):

GENERAL FINDINGS

- A. NOTICE HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE ZONING CODE.

CEQA FINDINGS

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM CEQA REQUIREMENTS UNDER SECTION 15301 (EXISTING FACILITIES).
- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.

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

CONDITIONAL USE PERMIT FINDINGS

F. THE OPERATION OF STOGIES CIGAR & LOUNGE AT 700 GLENN DRIVE, SUITE 120 WILL NOT, UNDER THE CIRCUMSTANCES OF THIS PARTICULAR CASE, BE DETRIMENTAL TO THE HEALTH, SAFETY, PEACE, MORALS, COMFORT AND GENERAL WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD OF THE PROPOSED USE, OR BE DETRIMENTAL OR INJURIOUS TO PROPERTY AND IMPROVEMENTS IN THE NEIGHBORHOOD, OR TO THE GENERAL WELFARE OF THE CITY, AND THE PROJECT IS CONSISTENT WITH CITY CODE, AND COMPATIBLE WITH THE ADJACENT LAND-USES.

Submitted,



Pam Johns
Community Development Director

CONDITIONS

See attached tables of conditions for which the following legend applies.

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

**CONDITIONS OF APPROVAL FOR THE STOGIES CIGAR & LOUNGE
CONDITIONAL USE PERMIT (PN 17-386)
700 GLENN DRIVE, SUITE 120**

	Mitigation Measure	When Required	Responsible Department
1.	This project approval is for the Stogies Cigar & Lounge Conditional Use Permit, which includes operation of a cigar retail shop and cigar smoking lounge within a 1,000-square-foot retail commercial tenant space located at 700 Glenn Drive, Suite 120 (Sibley Retail Center).	B	CD (P)(E)
2.	Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	B	CD (P)(E)(B)
3.	The project approval granted under this staff report shall remain in effect for one year from final date of approval (January 17, 2019). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.	B	CD (P)
4.	If the Community Development Director finds evidence that any condition of approval for Stogies Cigar & Lounge has not been fulfilled or is not complied with, or that the use is detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of Stogies Cigar & Lounge, or that the use is detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City, the Director will refer the use permit to the Planning Commission for review. If, upon such review, the Planning Commission finds that any of the above-stated results have occurred, the Commission may modify or revoke the Conditional Use Permit.	OG	CD (P)
5.	This Conditional Use Permit shall be deemed revoked without further action by the Planning Commission if the operation of the facility in the manner described in the Conditional Use Permit ceases for any consecutive period of six (6) months, unless the applicant or current owner is actively engaging in work on the premises pursuant to a valid building permit and the Community Development Department Director has approved a written request from the applicant for an additional period not to exceed twelve (12) months when it is not in operation. Such an extension request shall be submitted to the Community Development Department no less than 30 days prior to the six-month deadline.	OG	CD

**CONDITIONS OF APPROVAL FOR THE STOGIES CIGAR & LOUNGE
 CONDITIONAL USE PERMIT (PN 17-386)
 700 GLENN DRIVE, SUITE 120**

Mitigation Measure		When Required	Responsible Department
6.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS			
7.	<p>The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.</p>	B	CD (P)(E)
8.	<p>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	B	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE STOGIES CIGAR & LOUNGE
CONDITIONAL USE PERMIT (PN 17-386)
700 GLENN DRIVE, SUITE 120**

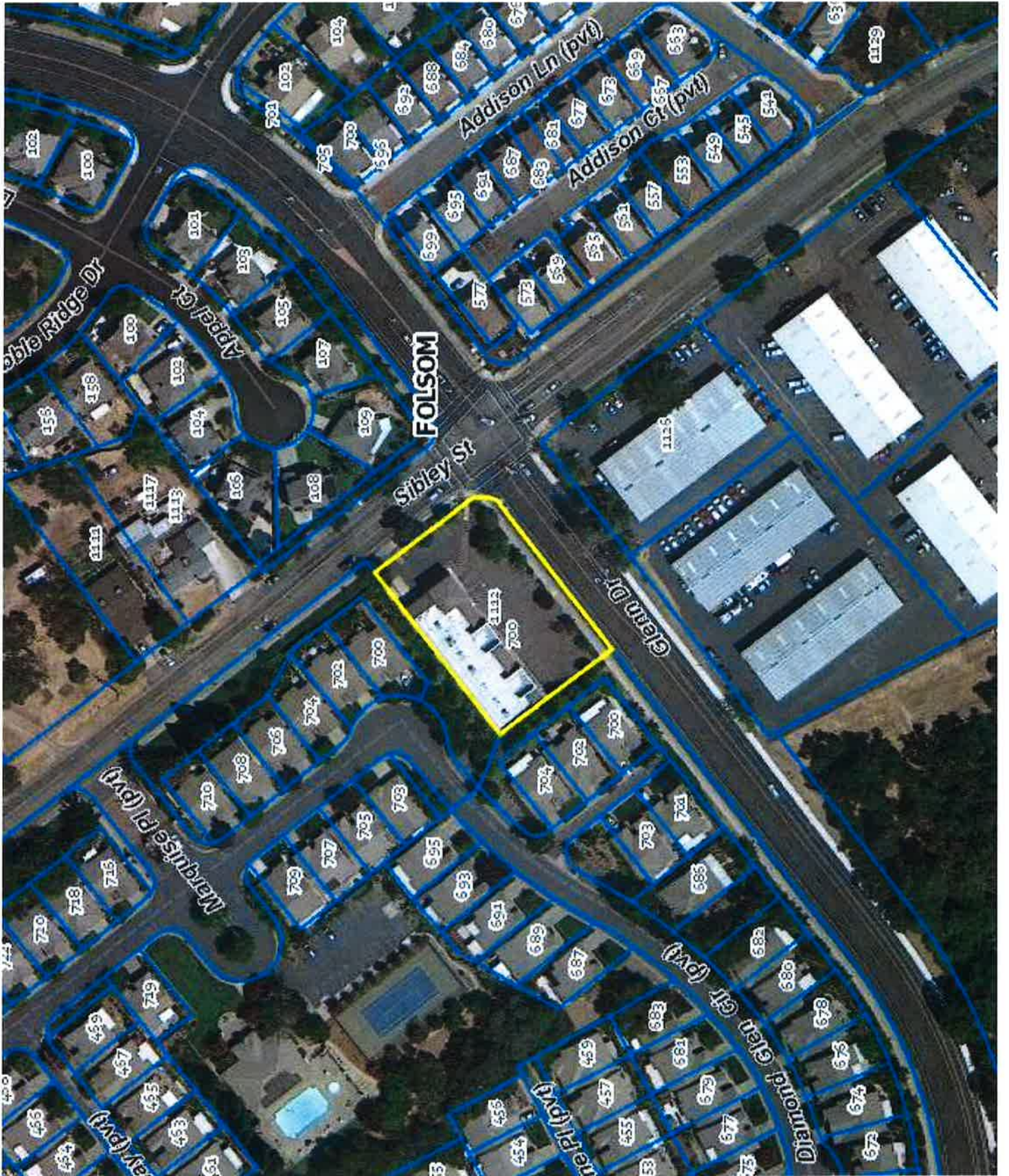
Mitigation Measure		When Required	Responsible Department
9.	If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	B	CD (P)(E)
10.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
SITE DEVELOPMENT REQUIREMENTS			
11.	Stogies Cigar & Lounge shall have a self-contained ventilation system that is separate from the adjacent tenant spaces within the building and separate from that of any public place in which smoking is regulated. The doors of Stogies Cigar & Lounge shall remain closed (except to allow entry and exit to and from the tenant space) at all times to ensure that there is no venting or circulation of smoke in a public place.	B	CD (P)
12.	All future signs for the project shall comply with the <u>Folsom Municipal Code (Section 17.59)</u> .	B	CD (P)
OPERATIONAL REQUIREMENTS			
13.	Hours of Operation for Stogies Cigar & Lounge shall be limited Sunday through Thursday 10:00 a.m.-8:00 p.m. and Friday through Saturday 10:00 a.m.-11:00 p.m. No expansion of business hours beyond what is stated above shall be permitted without prior approval being obtained from the Planning Commission through a Conditional Use Permit Modification.	OG	CD (P)
14.	The sale of products at Stogies Cigar & Lounge shall be limited to cigars, pipe tobacco, cigar accessories (i.e. humidors, cases), wood tobacco pipes and accessories and lighters. No glass pipes or paraphernalia shall be sold. Only tobacco products shall be smoked inside the smoke lounge.	OG	CD (P)
15.	The sale or use of food or beverage products at Stogies Cigar & Lounge shall be prohibited.	OG	CD (P)
16.	Outdoor activity of any kind at Stogies Cigar & Lounge shall be prohibited.	OG	CD (P)

**CONDITIONS OF APPROVAL FOR THE STOGIES CIGAR & LOUNGE
 CONDITIONAL USE PERMIT (PN 17-386)
 700 GLENN DRIVE, SUITE 120**

Mitigation Measure		When Required	Responsible Department
17.	No one under the age of 21 (except those with valid active military identification) shall be allowed within Stogies Cigar & Lounge. In addition, Stogies Cigar & Lounge shall not sell any products to anyone under the age of 21 (unless active military identification is shown).	OG	CD (P)
18.	No live entertainment (music, dancing, etc.) shall be permitted at Stogies Cigar & Lounge. In addition, no adult entertainment, as defined by Section 5.21.010 of the Folsom Municipal Code (FMC) shall be at Stogies Cigar & Lounge.	OG	CD (P)
19.	Current occupancy loads shall be posted at all times, and the owner/applicant shall have an effective system to keep count of the number of occupants present at any given time. This information shall be provided to public safety personnel upon request.	OG	CD (P)
20.	Primary light sources shall be shielded and directed downward and exterior lighting be designed to minimize glare on adjacent properties. Site lighting, including exterior sign illumination, shall be connected to an automatic timing device and scheduled to be turned off one hour after close-of-business.	OG	CD (P)
NOISE REQUIREMENTS			
21.	Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction on Sundays or holidays shall be permitted. Construction equipment shall be muffled and shrouded to minimize noise levels.	B	CD (P)(E)

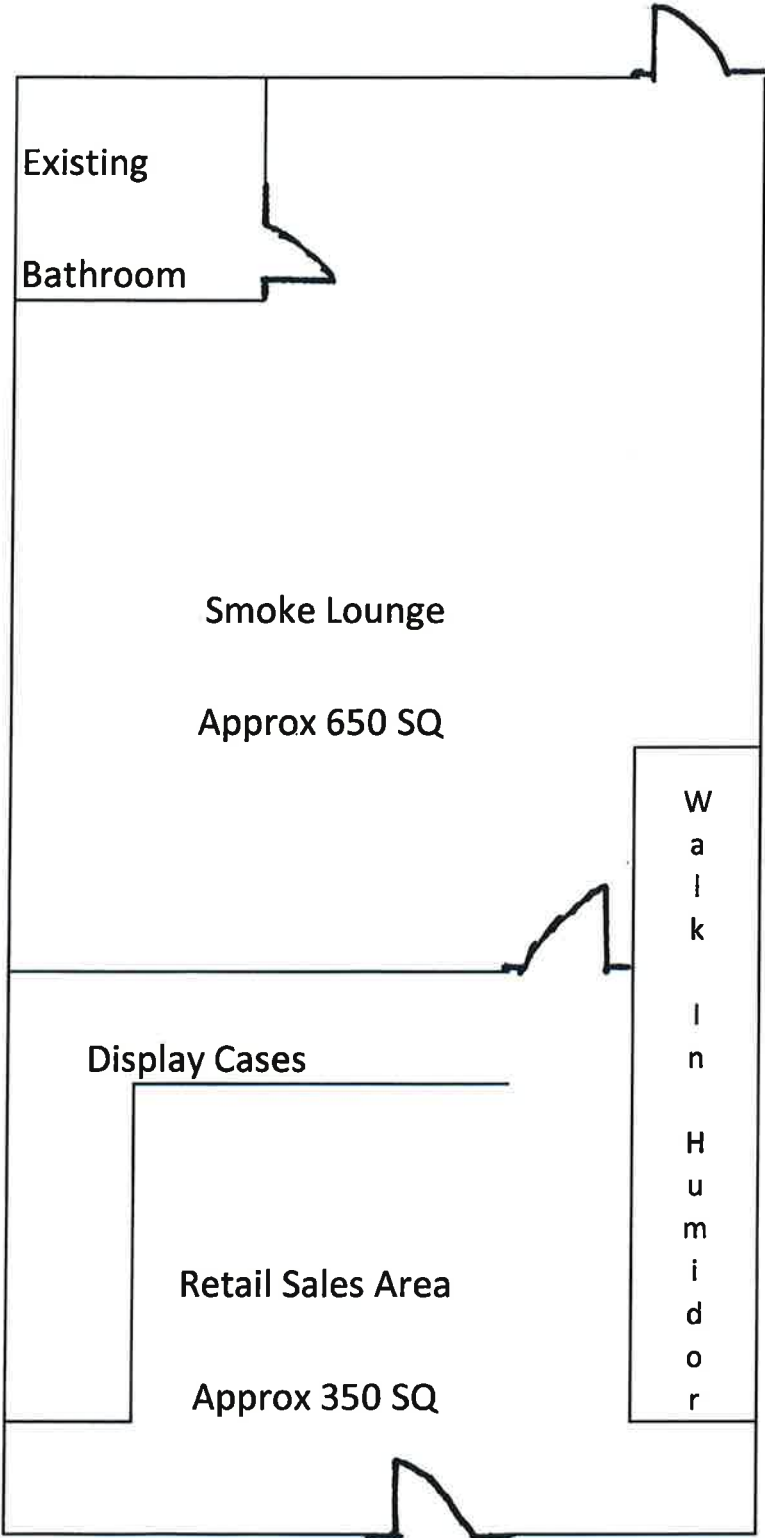
Attachment 1

Vicinity Map



Attachment 2

Site Plan and Floor Plan



Attachment 3
Project Narrative

November 9, 2017

Josh Kinkade, Assistant Planner
City of Folsom
50 Natoma Street
Folsom, CA 95630
jkinkade@folsom.ca.us

Ref: Conditional Use Permit "Project Narrative" at 700 Glenn Drive, Suite #120

Dear Josh,

Thank you for your time, I appreciate the information as it is very helpful to get all the necessary information required for a Conditional Use Permit (CUP)

Per the requested submittal material for the Conditional Use Permit (CUP), below is the Project Narrative a detailed description explaining the major concept.

The Following proposed Use # 234 Retail Tobacco shop and smoke lounge; retail store will be combined and located at 700 Glenn Drive Suite # 120:

- About 350 square feet retail tobacco store shop
- About 650 square feet smoke lounge
- Tobacco store to sell only "Cigars, and Pipe tobacco" (Absolutely "NO" Cigarettes, e-cigarettes) Retail accessory to be sold " Lighters, cigar cutters, lighter fuel, Humidors, travel cigar cases, wooden pipes, pipe cleaners and similar accessory related items" (Absolutely "NO" glass pipe or head shop paraphernalia items)
- The Smoke lounge will have an air filtration system that will provide a comfortable sitting atmosphere area to smoke cigars, view TV, socialize and relax.
- Hours of operation will be daily 10 am to 8 pm with lounge hours extended to 11 pm on Friday and Saturday.

Sincerely,

Jeff Burnett
Managing Member

Stogies Cigars & Lounge
The F Sticks, LLC

Attachment 4
Site Photographs



Attachment 5

Public Comments Received

Josh Kinkade

From: ace bee
Sent: Tuesday, December 26, 2017 2:59 PM
To: Pam Johns; Josh Kinkade; kmullet@folsom.ca.us; Stephanie Henry
Subject: STOP Stogies Cigar and Lounge conditional use permit
Attachments: Stogies Cigar and Lounge-Public Hearing.pdf

Dear City of Folsom Planning Commission,

My family lives in the neighborhood and we urge you to vote to Stop this!

There are many residential homes with young kids right next to the proposed conditional use permit at [700 Glenn Drive, Suite 120 \(PN 17-386\)](#) for Stogies Cigar and Lounge.

This would be a big shame for us adults protecting youth and our communities from the next generation to be drug users.

Thank you for your consideration,

Michelle Grant
Folsom, CA 95630
Concerned citizen

Josh Kinkade

From: Kathy D < >
Sent: Thursday, December 28, 2017 3:53 PM
To: Pam Johns; Josh Kinkade; kmullet@folsom.ca.us; Stephanie Henry
Subject: No drugs in our neighborhood with conditional use permit
Attachments: Stogies Cigar and Lounge-Public Hearing.pdf

Dear City of Folsom Planning Commission,

My family lives in the neighborhood and we urge you to not approve drugs in our our neighborhood!

There are many residential homes with young kids right next to the proposed conditional use permit at [700 Glenn Drive, Suite 120 \(PN 17-386\)](#) for Stogies Cigar and Lounge.

This would be a big shame for us adults protecting youth and our communities from the next generation to be drug users.

Thank you for your consideration,

Kathleen Duane
, Folsom, CA 95630

Concerned citizen

Sent from [Outlook](#)

Josh Kinkade

From: Thomas Harrigan < >
Sent: Friday, December 29, 2017 4:18 PM
To: Josh Kinkade; Stephanie Henry
Subject: No drugs! No exceptions!

Dear City of Folsom Planning Commission,

I have learned that you are considering a permit to allow drugs in our neighborhood?

Please stop this ASAP!

My kids, wife and I do not want to be put in danger with inviting homeless and drug dealers in our neighborhood.

The proposed conditional use permit at [700 Glenn Drive, Suite 120 \(PN 17-386\)](#) for Stogies Cigar and Lounge degrades our community.

Respectfully,
Thomas

Josh Kinkade

From: bluestargone <
Sent: Tuesday, December 26, 2017 2:47 PM
To: Pam Johns; Josh Kinkade
Subject: STOP Stogies Cigar and Lounge conditional use permit
Attachments: Stogies Cigar and Lounge-Public Hearing.pdf

Dear City of Folsom Planning Commission, Ms. Pam Johns and Mr. Josh Kinkade,

My family lives in the neighborhood and we urge you to vote to Stop this!

There are many residential homes with young kids right next to the proposed conditional use permit at [700 Glenn Drive, Suite 120 \(PN 17-386\)](#) for Stogies Cigar and Lounge.

This would be a big shame for us adults protecting youth and our communities from the next generation to be drug users.

Thank you for your consideration,

Max Anderson

Folsom, CA 95630

Concerned citizen

Josh Kinkade

From: Glen Diamond <
Sent: Wednesday, January 3, 2018 4:09 PM
To: Josh Kinkade
Subject: Fw: Against Special Permit for Drugs
Attachments: Stogies Cigar and Lounge-Public Hearing.pdf

Please confirm receipt

Sent: Thursday, December 28, 2017 at 4:57 PM
From: "Glen Diamond" <
To: pjohns@folsom.ca.us, jkinkade@folsom.ca.us, kmullet@folsom.ca.us, shenry@folsom.ca.us
Subject: Against Special Permit for Drugs

Dear City of Folsom Planning Commission,

We have been notified that you are considering a permit to allow drugs in our neighborhood. We are writing on behalf of our HOA to request this not be allowed. It seems illegal to even consider.

The overwhelming majority of our retirees and adults in our adult community have voiced against drugs in our neighborhood.

Furthermore, there are plenty of kids in the new neighborhoods surrounding us that the proposed conditional use permit at [700 Glenn Drive, Suite 120 \(PN 17-386\)](#) for Stogies Cigar and Lounge would affect their lives as well.

As your contiguents that elect you, we look forward to your vote for Permit Denied.

Thanks,
Glen Diamond HOA
<https://www.55places.com/california/communities/diamond-glen>

Folsom, CA 95630

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Mangini Ranch Phase 2 Subdivision
PROPOSAL	Request for approval of a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines Addendum, Inclusionary Housing Plan, and Minor Administrative Modifications for development of a 901-unit residential subdivision (Mangini Ranch Phase 2)
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions
OWNER/APPLICANT	Carpenter East, LLC and Folsom Real Estate South, LLC
LOCATION	The 203-acre project site, which is situated within the Folsom Plan Area, is generally located south of U.S. Highway 50, north of an Alder Creek Tributary, east of East Bidwell Street, and west of the Sacramento/Placerville Transportation Corridor
ASSESSORS PARCEL NUMBER	APN: 072-3190-035 and 072-0060-081
SITE CHARACTERISTICS	The project site is situated near the base of the Sierra Nevada foothills. The topography is characterized by gently rolling hills covered in non-native and naturalized grasslands. Two tributaries to Alder Creek traverse the southern portion of the site.
GENERAL PLAN DESIGNATIONS	SFHD (Single Family High Density) MLD (Multi-Family Low Density) MHD (Multi-Family High Density) P (Parks) P-QP (Public /Quasi Public) OS (Open Space)

ZONING/SP DESIGNATIONS

SP-SFHD-PD (Single Family High Density)
SP-MLD-PD (Multi-Family Low Density)
SP-MHD-PD (Multi-Family High Density)
SP-P (Parks)
SP-P/QP (Public/Quasi Public)
SP-OS1 (Preserve Open Space)
SP-OS2 (Passive Open Space)

ADJACENT LAND USES/ZONING

North: U.S. Highway 50 with commercial development (SP 95-1) beyond

South: Open Space (SP-OS1/SP-OS2) with undeveloped residential property beyond

East: Sacramento/Placerville Transportation Corridor with Open Space (SP-OS2) and undeveloped residential property (SP-MLD-PD) property beyond

West: East Bidwell Street with undeveloped commercial property (SP-CC-PD) beyond

PREVIOUS ACTION

City Council Approval of the Folsom Plan Area Specific Plan in 2011, City Council Approval of Tier 1 Development Agreement in 2011, City Council Approval of Folsom Plan Area Specific Plan Public Facilities Financing Plan in 2014, City Council Approval of First Amended and Restated Tier 1 Development Agreement in 2014, City Council Approval of the South of Highway 50 Backbone Infrastructure Project in 2015, City Council Approval of the Westland/Eagle General Plan Amendment and Specific Plan Amendment in 2015, and City Council Approval of the Mangini Ranch Phase 1 Subdivision in 2015

FUTURE ACTION

Recordation of the Large-Lot and Small-Lot Final Subdivision Maps, Approval of Improvement Plans, Approval of Design Review, Issuance of Grading and Building Permits, and Approval of the Inclusionary Housing Agreement

APPLICABLE CODES

FMC 16.00, Subdivisions
FMC 17.37, Specific Plan District
FMC 17.104, Inclusionary Housing
Folsom Plan Area Specific Plan (FPASP)
Subdivision Map Act

ENVIRONMENTAL REVIEW

An Environmental Impact Report has been certified for the Folsom Plan Area Specific Plan (FPASP) project in accordance with the California Environmental Quality Act. An Addendum to the FPASP EIR/EIS was also adopted for the Westland-Eagle project. This project is consistent with the FPASP and the Westland Eagle Specific Plan Amendment to the FPASP. This project meets the criteria in Government Code Section 65457 and of CEQA Guidelines Section 15182, which exempts the project from further review. The project also qualifies for streamlined environmental review under Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183

ATTACHED REFERENCE MATERIAL

1. Vicinity Map
2. Illustrative Master Plan Exhibit, dated December 15, 2017
3. Large-Lot Vesting Tentative Subdivision Map, dated December 15, 2017
4. Small-Lot Vesting Tentative Subdivision Map, dated December 15, 2017
5. Preliminary Grading and Drainage Plan, dated December 15, 2017
6. Preliminary Utility Plan, dated December 15, 2017
7. Conceptual Phasing Plan, dated December 15, 2017
8. On-Site Infrastructure Phasing Exhibit, dated December 15, 2017
9. On-Site Infrastructure Phasing Narrative, dated December 14, 2017
10. Preliminary Phased Off-Site Utility Plan, dated September, 2017
11. Off-Site Infrastructure Triggers, dated December, 2017
12. Interim Off-Site Intersection Design, dated December 15, 2017
13. Trail System Modification Exhibit, dated December 15, 2017
14. Noise Mitigation Exhibit and Conceptual Wall and Fencing Exhibit, dated December 15, 2017
15. Inclusionary Housing Plan, dated September 26, 2017
16. Parks and Open Space Ownership/Maintenance Summary, dated December 14, 2017
17. Minor Administrative Modification Exhibits
18. Folsom Ranch Central District Guidelines Addendum, dated December, 2017
19. Mangini Ranch Phase 2 CEQA Exemption and Streamlining Analysis (Bound Separately)
20. Mitigation Monitoring and Reporting Program for Westland-Eagle Specific Plan Amendment
21. Mitigation Monitoring and Reporting Program for Highway 50 Backbone Infrastructure Project
22. Mitigation Monitoring and Reporting Program for Off-Site Water Facility Alternative
23. FPASP Development Activity Bar Chart, dated November 16, 2017
24. Site Photographs

PROJECT PLANNER

Steve Banks, Principal Planner

BACKGROUND

The 203-acre project site, which situated within the Folsom Plan Area, is generally located south of U.S. Highway 50, north of an Alder Creek Tributary, east of East Bidwell Street, and west of the Sacramento/Placerville Transportation Corridor. Mining is the dominant historical theme in the project area and in the surrounding lands. The region, later known as the Folsom Mining District, was extensively placer mined during the Gold Rush. Since the early 20th century, the property has been primarily utilized for cattle grazing and associated activities.

The proposed project site is part of the approved Folsom Plan Area Specific Plan (FPASP), which is a comprehensively planned community that proposes new development based upon principles of “Smart Growth” and Transit Oriented Development. Consistent with these principles, the FPASP includes a mix of residential, commercial, employment and public uses complemented by recreational amenities including a significant system of parks and open space, all within close proximity to one another and interconnected by a network of “Complete Streets”, trails and bikeways consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act). The FPASP includes 11,337 residential units at various densities on approximately 1,625 acres; 320 acres designated for commercial and industrial use; 275 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and 1,067 acres for open-space areas.

On June 23, 2015, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines, Inclusionary Housing Plan, and Amendment No. 1 to the First Amended and Restated Development Agreement for development of an 833 unit single-family residential subdivision (Mangini Ranch Phase 1 Subdivision) on a 418-acre site located within the south-central portion of the Folsom Plan Area. The Folsom Plan Area Specific Plan anticipated that 884 single-family residential units would be developed within the Mangini Ranch Phase I project area, whereas only 833 single-family residential units were mapped as referenced above (a 51-unit deficit). Consistent with provisions within the Folsom Plan Area Specific Plan, the proposed project is requesting the transfer of 12 of the 51 unmapped residential units from the Mangini Ranch Phase 1 Subdivision to the Mangini Ranch Phase 2 Subdivision.

On September 22, 2015, the City Council approved an Addendum to the Folsom Plan Area Specific Plan EIR/EIS, a General Plan Amendment, a Specific Plan Amendment, and Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement for the Westland-Eagle project. The Westland-Eagle project included a significant reduction in the amount of retail commercial land area and an increase in the number of allowed residential dwelling units within the Folsom Plan Area. The net result of the aforementioned land use modifications was a decrease of 1,445,710 square feet of commercial building area and an increase of 922 residential units within the Plan Area. In addition, the Westland-Eagle project contained modifications to the FPASP including: elimination of the Entertainment Overlay Zone, relocation of more intense land uses toward Alder Creek Parkway, strengthening focus of the town center, relocation of Alder Creek Parkway, and realignment of Old Placerville Road. The proposed project is situated within the previously approved Westland-Eagle project area.

On April 4, 2017, construction of the Phase 1 Backbone Infrastructure Improvement project commenced within the Folsom Plan Area. The Phase 1 improvements, which include development of sewer, water, storm drainage, and roadway infrastructure, are expected to take 18-24 months to complete. Notable Phase 1 improvements that have been completed or are nearing completion include: construction of East Bidwell Street between Alder Creek Parkway and White Rock Road, construction of Alder Creek Parkway between East Bidwell Street and Old Placerville Road, construction of Mangini Parkway, construction of the Easton Valley Parkway sewer lift station, construction of the Zone 5 water tank, construction of the trunk gravity sewer main from East Bidwell Street to the Easton Valley Parkway lift station, and construction of the SMUD Substation. Many of the infrastructure improvements referenced above will be utilized by the proposed project to various degrees.

APPLICANT'S PROPOSAL

The applicant, Carpenter East, LLC and Folsom Real Estate South, LLC is requesting approval of a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines Addendum, Inclusionary Housing Plan, and Minor Administrative Modifications for development of a 901-unit residential subdivision on a 203-acre site located within the central portion of the Folsom Plan Area (i.e., within the previously-approved Westland-Eagle site). The Large-Lot Vesting Tentative Subdivision Map is proposed to subdivide the 203-acre project site into twenty-three (23) individual parcels for future development. The Small-Lot Vesting Tentative Subdivision Map is proposed to subdivide nine (9) of the large parcels into 545 single-family residential lots (SP-MLD-PD, SP-SF-PD, and SP-SFHD-PD zoning designations). The remaining 356 residential units within the project area have been allotted to three multi-family zoned large-lot parcels. An Addendum to the Folsom Ranch Central District Design Guidelines is proposed to incorporate architectural guidelines for multi-family residential development into the Design Guidelines. An Inclusionary Housing Plan has been submitted outlining the means by which the project's inclusionary housing requirement will be met. Lastly, two Minor Administrative Modifications are proposed to make land use and circulation refinements within the project area and to transfer development rights for 12 of the 51 unmapped units to the Mangini Ranch Phase 2 project site.

External access to the project site will be provided from the north via Old Placerville Road to Westwood Drive as well as from East Bidwell Street, from the south via the Westwood Drive crossing of an Alder Creek Tributary, from the west via East Bidwell Street to Alder Creek Parkway, Old Ranch Way, and Savannah Parkway, and from the east via Alder Creek Parkway and Grand Prairie Road. Internal circulation is facilitated by a series of public streets and courts, which provide access throughout the project site. Bicycle and pedestrian circulation is accommodated by a combination of Class I bicycle paths, Class II bicycle lanes, street-separated sidewalks, street-attached sidewalks, open space trails, and pathway connections. Proposed on-site improvements include underground utilities, drainage improvements, retaining walls, sound walls, streets, on-street parking, sidewalks, curbs, gutters, bicycle/pedestrian trails, site lighting, and site landscaping. Proposed off-site improvements include interim intersection improvements at East Bidwell Street/Savannah Parkway, East Bidwell Street/Old Ranch Way, Placerville Road/Westwood Drive, Alder Creek Parkway/Placerville Road, and Savannah Parkway/Grand Prairie Road. In addition, sewer and water infrastructure will be extended to the project site from Alder Creek Parkway, East Bidwell Street, and Placerville Road. An off-site hydropneumatic tank and hydromodification basin may also be required to serve to the project.

GENERAL PLAN AND SPECIFIC PLAN CONSISTENCY

In 2011, the City of Folsom adopted a General Plan Amendment for the circulation and land use designations, as well as, the Folsom Plan Area Specific Plan (FPASP), which is designed to guide and regulate development for the area south of U.S. Highway 50. In 2015, the City Council approved a General Plan Amendment and Specific Plan Amendment for the Westland-Eagle project (encompasses the Mangini Ranch Phase 2 Subdivision site), which resulted in a modification and redistribution of various land use categories. As discussed below, the current land use designations in the Specific Plan correspond with the General Plan designation boundary lines for the proposed Mangini Ranch Phase 2 Subdivision project.

The adopted General Plan land use designations for the project site are SFHD (Single Family High Density), MLD (Multifamily Low Density), MHD (Multifamily High Density), P-QP (Public /Quasi Public), P (Park), and OS (Open Space). The adopted Specific Plan land use designations for the project site are SP-SFHD-PD (Single Family High Density, Planned Development), SP-MLD-PD (Multifamily Low Density, Planned Development), SP-MHD-PD (Multi-Family High Density, Planned Development), SP-P/QP (Public /Quasi Public), SP-P (Park), SP-OS1 (Preserve Open Space), and SP-OS2 (Passive Open Space). There are no changes to the adopted General Plan or Specific Plan land use designations for the proposed Mangini Ranch Phase 2 Subdivision project, and the two Minor Administrative Modifications (MAM's) are permitted under the Specific Plan. The first MAM includes a minor refinement to circulation plan to provide more efficient and safer access to the elementary school site at the request of the Folsom-Cordova Unified School District. The second MAM includes the transfer the development rights for 12 of the 51 unutilized units from the Mangini Ranch Phase 1 Subdivision to the Mangini Ranch Phase 2 Subdivision. With approval of the two MAM's, the Mangini Ranch Phase 2 project will be developed consistent with the adopted General Plan and Specific Plan land use designations. City staff has approved the two aforementioned MAM's administratively.

The City of Folsom General Plan outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. State law requires the Folsom Plan Area Specific Plan to be consistent with the General Plan including its goals and policies. The proposed project is consistent with the General Plan goals and policies as well as the Folsom Plan Area Specific Plan objectives and policies as outlined and discussed below:

RELEVANT GENERAL PLAN GOALS AND POLICIES

GP GOAL 1 (Land Use)

To retain and enhance Folsom's quality of life, separate identify, and sense of community.

GP POLICY 1.1

New development shall preserve and/or enhance to the maximum degree feasible, the existing natural vegetation, landscape features, and open space consistent with the Goals and Policies of this plan.

The Mangini Ranch Phase 2 Subdivision project is consistent with this policy in that 27.2-acres of open space and 31.8-acres of parkland area are being provided. The location and amount of open space provided by the proposed project is consistent with the open space requirements of the Folsom Plan Area Specific Plan as well as the open space requirements (30% open space requirement) established by Measure W for the Plan Area. The proposed

project also includes 8.6-acres of landscaping interspersed throughout the residential portions of the project site, further ensuring consistency with General Plan Policy 1.1.

GP GOAL 8 (Land Use)

To allow a variety of housing types which provide living choices for Folsom residents.

GP POLICY 8.2

In order to promote a more diverse housing stock and to allow for a greater mix of compatible densities, five residential density ranges shall be established and applied to various residential areas. Examples of these housing types are defined in Figure 21-5 of the General Plan.

The Mangini Ranch Phase 2 Subdivision project is consistent with this policy in that the subdivision includes development of single-family detached homes, which are one of the five permitted housing types identified within General Plan Figure 21.5. Several different single-family residential housing types within the different General Plan land use zones (SFHD and MLD) will also be provided. In addition, the proposed project includes three parcels with multi-family land use designations (MLD and MHD) that will accommodate detached/attached single-family residential units and/or attached multi-family residential units, both of which are permitted housing types.

GP POLICY 8.4

All residential development or residential portions of multi-use developments shall contain a minimum of 30% of the land in natural or improved open space, exclusive of roadways and parking lots.

As part of a master planned community, the Folsom Plan Area Specific Plan (FPASP) has provided 30 percent of the land within the Plan Area as natural open space. While not required on a project-specific basis, the Mangini Ranch Phase 2 Subdivision project includes approximately 36-acres of natural or improved open space and landscaped areas, which are allocated towards the 1,067-acres of required open space provided within the Folsom Plan Area. It should be noted that the FPASP has provided 30 percent open space as shown on Table 4.1 of the FPASP.

GP POLICY 8.5

Sufficient off-street parking for residents shall be included in the design of all residential projects.

The Mangini Ranch Phase 2 Subdivision project is consistent with this policy in that two off-street parking spaces will be provided for each single-family residential unit, thus meeting the parking requirements established by the Folsom Plan Area Specific Plan. In addition, one on-street parking space will provided for each single-family residential unit, thereby affording additional parking opportunities for residents and guests. Parking consistency for multi-family developments within the project area will be evaluated on a case-by-case basis through the Planned Development Permit process.

GP GOAL 9 (Land Use)

To set criteria which would allow for flexibility in the sitting of land uses within a planned area.

GP POLICY 9.3

To encourage the preservation of open spaces and natural features of the landscape, a project applicant may be allowed to concentrate the proposed development on a portion of the site through the clustering of buildings, smaller lot sizes, taller buildings, provided that the overall unit buildout within the plan area shall not exceed that authorized by the Land Use Element of the General Plan.

The Mangini Ranch Phase 2 Subdivision project is consistent with this policy in that all of the proposed land uses are consistent (in location and size) with the Folsom Plan Area Specific Plan Land Use Plan as amended by the City Council on September 22, 2015. Significant amounts of natural open space areas have been preserved within the project boundaries, thus preserving many of the natural features within the project site. In addition, the project includes a maximum of 901 residential units, which is consistent with the unit allocation prescribed by the FPASP with approval of the Minor Administrative Modification to allow the transfer of 12 unmapped residential units from the Mangini Ranch Phase 1 Subdivision project.

RELEVANT FOLSOM PLAN AREA SPECIFIC PLAN GOALS AND POLICIES

SP OBJECTIVE 4.2 (Land Use)

Locate commercial centers, public buildings, parks, and schools within walking distance of residential neighborhoods.

SP OBJECTIVE 4.3 (Land Use)

Provide open space areas for preservation and conservation of natural features, for limited recreational facilities and to provide visual relief.

SP OBJECTIVE 4.4 (Land Use)

Provide required park sites throughout the Plan Area that are linked by sidewalks, bike paths, and trails to promote pedestrian and bicycle usage.

SP OBJECTIVE 4.5 (Land Use)

Provide required school sites within walking distance of residential neighborhoods in the Plan Area to accommodate the needs of future residents.

SP OBJECTIVE 4.6 (Land Use)

Provide a public transit corridor that connects transit-oriented developments of higher density residential uses to commercial, light industrial/office park, and offices uses and offers opportunities for regional transit connections.

SP POLICY 4.1

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

The Mangini Ranch Phase 2 Subdivision is based on an efficient grid system that has been designed to provide optimal connectivity between the residential, open space, park, and school land uses within the project area. The roadway network is interlinked by a combination of arterial streets, urban street, collector streets, and residential streets. Biking and walking with the project area is facilitated by a series of Class I bicycle paths, Class II bicycle lanes, street-separated sidewalks, street-attached sidewalks, open space trails, and pathway connections.

The Mangini Ranch Phase 2 Subdivision project has an extensive planned trail system that is linked to and consistent with the overall trail system within the Folsom Plan Area Specific Plan. At the recommendation of the Parks and Recreation Director, additional enhancements and connections have been made to the Folsom Plan Area Specific Plan Master Trail System that will result in better connectivity around the elementary school site and the open space areas. Attachment No. 13 shows the proposed Class I trail modifications associated with the project and the resulting Class I Trail System for the entire Folsom Plan Area Specific Plan.

SP POLICY 4.2

Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.

The Mangini Ranch Phase 2 Subdivision project features two parks, an elementary school, and trails within the open space areas. Community Park East, which is a 26.2-acre park located in the southeast corner of the project site, is envisioned to accommodate a wide array of recreational and passive recreational uses. Neighborhood Park 2, which is a 5.6-acre park located in the central portion of the project site, is intended to provide a smaller range of passive and recreational uses. An elementary school is centrally located within the project site on a 10-acre site directly adjacent to Neighborhood Park 2. The project includes a Class I Trail System that provides connectivity between the open space areas, the park site, the elementary school, and the surrounding residential development.

SP POLICY 4.3

Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.

The Mangini Ranch Phase 2 Subdivision project includes multiple pedestrian access points to the open space areas including connections at Drives “H”, “P”, “V”, and “Y”. In addition, Drive “Y”, Drive “X”, and Savannah Parkway provide direct access to a Class I trail within the open space area.

SP POLICY 4.4

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

The Folsom Plan Area Specific Plan provides home ownership opportunities within the SF (Single-Family), SFHD (Single-Family High Density), and MLD (Multi-Family Low Density) land use designated areas. Residential development in the MLD (Multi-Family

Low Density), MMD (Multi-Family Medium Density), MHD (Multi-Family High Density) and MU (Mixed-Use) land use categories may provide ‘for rent’ opportunities; however home ownership may also be accommodated in ‘for sale’ condos, townhomes, etc. at the time of development of these particular parcels. The Mangini Ranch Phase 2 Subdivision project is consistent with this policy in that it will provide home ownership opportunities and potential rental opportunities within the SFHD, MLD, and MHD-zoned parcels.

SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,337. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially-zoned land and a decrease in commercially-zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,337. The various Specific Plan Amendment EIRs/Addendums analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area. Where additional units/population created justification, park in-lieu fees are required to be paid by individual project(s), as required by the project(s) conditions of approval in order to help fund construction of parks designated in the Folsom Plan Area Specific Plan. In addition, the conversion of the commercial acreage to residential land uses caused no impact on the overall residential density of the Plan Area. The overall residential density for the FPASP as adopted in 2011 was 6.7 dwelling units per acre; the overall residential density of the FPASP currently is 6.6 dwelling units per acre. The proposed project does not result in an increase in dwelling units above the maximum of 11,337 units.

SP POLICY 4.9

Subdivisions of 200 dwelling units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s play areas, picnic areas, and unprogrammed turf areas. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner’s association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

At the time that the FPASP was adopted in 2011, the City Council directed that there be fewer but larger parks in the FPASP so that it would be more efficient for the City to program and maintain these parks (as opposed to smaller parks dispersed throughout the Plan Area). To that end, the FPASP was approved with two (2) large community parks approximately 20-50 acres in size that have a general service radius of 1.0 mile (Community Park West and Community Park East). Additionally, five (5) joint-use neighborhood parks were provided which are approximately 7-10 acres in size and have a service radius of .5 miles. Consistent with the FPASP, the Mangini Ranch Phase 2 Subdivision project includes a 26.2-acre community park and a 5.6-acre neighborhood park, which are both, located with close proximity to residential development, an elementary school, and open space areas.

SP POLICY 4.15

Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Section 7.08C of the Folsom City Charter.

The Folsom Plan Area Specific Plan (FPASP) provides one of the largest natural open space areas in the Sacramento Region with over 1,067-acres of open space, which equates to approximately 30.3% of the overall Plan Area. The FPASP open space plan exemplifies the SACOG Smart Growth Principals not only in protecting and preserving natural resources in the Plan Area, but also ensuring that these resources can be used to provide outdoor recreational and educational opportunities for Plan Area residents. The FPASP open space plan preserves wetlands, Alder Creek and its tributaries, oak woodlands, and cultural features for the use and benefit of all Folsom residents. The FPASP includes two distinct open space zoning categories within the open space land use designation. The first zone, preserve open space (SP-OS1), is more restrictive of the two and is intended to preserve and protect wetlands, vernal pools, ponds, and creeks. The second zone, passive open space (SP-OS2), is less restrictive than the first and is intended to provide passive recreational uses including walking, hiking, and bicycling on designated paved and unpaved trails. The Mangini Ranch Phase 2 Subdivision project which includes 27.2-acres of open space area, is consistent with the FPASP in that the open space areas are located in the appropriate locations as identified on the FPASP Open Space Plan.

SP POLICY 4.22

Land shall be reserved for schools are required by the City of Folsom and the Folsom-Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.1 of the FPASP.

Based on the current FPASP build-out of approximately 11,337 residential units, the Folsom-Cordova School District has determined that the Plan Area will create the demand for five elementary schools, one middle school, and one high school. The elementary school sites are equally distributed throughout the Plan Area, while the middle/high school is located in the south-central portion of the Plan Area. The first elementary school (Elementary School No. 1) is projected to be constructed in 2020. With respect to the Mangini Ranch Phase 2 Subdivision project, the closest elementary school (Elementary School No. 2) is located within the project site near the northeast corner of Savannah Parkway and Westwood Drive, approximately 600 feet from the closest edge of the proposed subdivision. Depending on the residential build-out rate for the Plan Area, Elementary School No. 2 may be constructed in the 2022-2023 timeframe.

With the passage of Measure M in March of 2007, the Folsom-Cordova Unified School District created its third School Facilities Improvement District (SFID 3) which encompasses District areas south of U.S. Highway 50 including the Plan Area. The State of California (Government Code Section 65995) establishes the maximum fee that a school district can impose on residential development or construction to address the impacts associated with an increase in student population. In the specific case of the Folsom Cordova Unified School District, the established residential impact fee is approximately \$6.24 per square foot. Based on the aforementioned impact fee, the District expects to generate approximately \$14,040,000 (\$15,600 per unit) in revenue from the Mangini Ranch Phase 2 Subdivision project. Under state law, the City is prohibited from denying or

refusing to approve a residential subdivision based on the adequacy of the existing school facilities as long as the developer agrees to pay the required school impact fees (Government Code Section 65995).

GP and SP OBJECTIVE H-1 (Housing)

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

GP and SP POLICY H-1.1

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

The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU). The Mangini Ranch Phase 2 Subdivision project includes six SFHD designated parcels developed at a density of 6.1 to 6.9 dwelling units per acre, four MLD designated parcels developed at a density of 7.3 to 11.6 dwelling units per acre, and one MHD designated parcels developed at a density of 25 dwelling units per acre. The aforementioned densities are consistent with the residential densities established by the FPASP. Attachment No. 23 includes a bar chart that shows the Tentative Subdivision Maps that have been approved in the Folsom Plan Area to date with specific unit counts.

SP OBJECTIVE 7.1 (Circulation)

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

SP POLICY 7.1

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

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

attached to this staff report, the Mangini Ranch Phase 2 Subdivision project has been designed with multiple modes of transportation options consistent with the approved FPASP circulation plan.

MEASURE W

In 2004, the City of Folsom electorate voted in favor of Measure W, which was an amendment to the City Charter regarding local control of the Folsom Plan Area south of U.S. Highway 50. Measure W included seven major components including: water supply, transportation, open space, schools, development plan, public notice, and implementation. The Folsom Plan Area Specific Plan complied with each of the aforementioned components through the provision of at least 30% open space, adoption of a transportation infrastructure funding and phasing plan, identification and securing of a water source, submission of a funding and construction plan for school facilities to the FCUSD, adoption of a General Plan Amendment for the Plan Area, conducting a comprehensive series of public meetings and hearings, and adoption of the required documents (including CEQA) to approve the FPASP. The Mangini Ranch Phase 2 Subdivision project is consistent with the FPASP, and thus is in compliance with the requirements of Measure W.

LAND USE COMPATIBILITY

As noted earlier within this report, the 203-acre project site is located within the Folsom Plan Area and is generally located south of U.S. Highway 50, north of an Alder Creek Tributary, east of East Bidwell Street, and west of the Sacramento/Placerville Transportation Corridor. The project site is currently surrounded by vacant and undeveloped property. However, as shown on the approved FPASP Land Use Plan and Zoning Diagram (FPASP, Figure 4.1), the project site will eventually be surrounded by residentially-focused development with the exception of the western and extreme northern boundaries, where commercial development will occur. The proposed project, which is primarily residential in nature with a mixture of 545 single-family residential units and the capacity for up to 356 additional single-family or multi-family residential units (901 residential units in total), also contains two park sites, an elementary school site, and open space. Based on the fact that the proposed project is consistent with the land use designations in the FPASP, and that the project meets all of the policies and regulations contained therein, staff has determined that the project is compatible with future planned land uses.

MINOR ADMINISTRATIVE MODIFICATIONS

The intent of the Folsom Plan Area Specific Plan is to provide a comprehensive set of standards and guidelines for development of the Plan Area. These standards and guidelines have been written in a manner to promote high quality development while allowing for creativity and flexibility in design. However, changes in market conditions or City or developer interests may result in the need for minor modifications to the Specific Plan. Minor administrative modifications do not have a significant impact on the Specific Plan if they are deemed consistent with the objectives and policies of the FPASP. With respect to the Mangini Ranch Phase 2 Subdivision project, the applicant is requesting approval of two minor administrative modifications relative to land use/circulation and the transfer of development rights.

Minor Administrative Modification No. 1 (Land Use/Circulation)

The applicant is proposing a Minor Administrative Modification (MAM) to make a minor refinement to circulation plan to provide more efficient and safer access to the elementary school site at the request of the Folsom-Cordova Unified School District. Specifically, the modification includes shifting a local north-south connector street located between Alder Creek Parkway and Old

Ranch Way (shown as “AA Drive” as shown on the Small-Lot Vesting Tentative Subdivision Map/directly east of Lot C) approximately 500 feet to the west of its originally-approved location. In addition, the modification includes elimination of a round-about design feature located at the intersection of Old Ranch Way and “AA” Drive and replacing it with a standard three-way street intersection design. The Minor Administrative Modification Exhibit (Attachment 17) illustrates both the aforementioned modifications.

Over the course of the past year, the applicant has been participating in on-going coordination meetings with the Folsom-Cordova Unified School District regarding the preliminary site plan for Elementary School No. 2 and how it would best interact with the Mangini Ranch Phase 2 Subdivision design. One of the results of these meetings was the determination that “AA” Drive, which connects Alder Creek Parkway to Old Ranch Way, should be shifted further to the west (approximately 500 feet) to provide better access and connectivity to the elementary school site. In addition, a determination was made that the round-a-bout located at the intersection of Old Ranch Way and “AA” Drive was not appropriate due to the fact that it was in close proximity to the elementary school site, thus creating a roadway crossing safety hazard for school-aged children (vehicle traffic by design does not stop in round-a-bouts). To address this concern, the applicant is proposing to replace the round-a-bout with a three-way, stop-sign controlled intersection. Stop-sign controlled intersections best facilitate pedestrian movement at street intersections near schools because all traffic movements are required to stop before safely proceeding through the intersection.

The Folsom Plan Area Specific Plan states that, “Minor Administrative Amendments (MAM) to the FPASP that are consistent with and do not substantially change its overall intent, such as minor amendments to the land use locations and parcel boundaries shown in FPASP Figure 4.1 and 4.3 and the land use acreages shown in FPASP Table 4.1, may be approved administratively by the Community Development Department provided that the following Minor Administrative Amendment (MAM) compliance criteria are met as listed below (The findings for this project for compliance with the FPASP Minor Administrative Modification criteria are shown in parenthesis and underlined):

- The proposed modification is within the Plan Area.
(The proposed modification is within the FPASP Plan Area.)
- The modification does not reduce the size of the proposed Town Center.
(The proposed Town Center is not a part of this project.)
- The modification maintains compliance with City Charter Section 7.08, previously known as Measure W.
(The proposed modification complies with Measure W in that the proposed project does not alter the amount of open space allocated to the property per the approved 2011 FPASP
- The general land use pattern remains consistent with the intent and spirit of the FPASP.
(The general land use pattern remains consistent with the intent and spirit of the FPASP.)

- The proposed changes do not substantially alter the backbone infrastructure network.
(The proposed change does not alter the backbone infrastructure network.)
- The proposed modification offers equal or superior improvements to development capacity or standards.
(The proposed modifications do not alter development capacity or standards.)
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.
(The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.)
- Relocated park or school parcels continue to meet the standards for the type of park or school proposed.
(The proposed modification does not involve any change to park or school locations.)
- Relocated park or school parcels remain within walking distance of the residents they serve.
(The proposed modification does not involve any change to park or school locations or walking distance to park or school locations.)

Minor Administrative Modification No. 2 (Transfer of Development Rights)

The applicant is proposing a Minor Administrative Modification (MAM) to transfer the development rights for 12 of the 51 unutilized units from the Mangini Ranch Phase 1 Subdivision to the Mangini Ranch Phase 2 Subdivision. Specifically, the proposed modification includes the relocation of 12 residential units from FPASP Parcel 34 located within the Mangini Ranch Phase 1 Subdivision to FPASP Parcel 84 located within the proposed Mangini Ranch Phase 2 Subdivision. The Minor Administrative Modification Exhibit (Attachment 17) illustrates the aforementioned modification.

When the Folsom Plan Area Specific Plan was approved in 2011, a total of 884 single-family residential units were allocated to the Mangini Ranch Phase 1 project area, while 889 residential units were assigned to the Mangini Ranch Phase 2 project area. On June 23, 2015, the City Council approved a Small-Lot Vesting Tentative Subdivision Map for development of 833 single-family residential units within the Mangini Ranch Phase 1 Subdivision, 51 single-family dwelling units less than were originally anticipated by the FPASP. The proposed Mangini Ranch Phase 2 Subdivision includes a total of 901 residential units, 12 units more than were originally planned for on the project site in the FPASP. The applicant is proposing to transfer those 12 residential units from the Mangini Ranch Phase 1 Subdivision to the Mangini Ranch Phase 2 Subdivision through the minor administrative modification process consistent with the provisions established by the FPASP.

The Folsom Plan Area Specific Plan (FPASP, Section 4.7) permits adjustments to the residential land use mix to reflect sensitive natural site features as well as changing market demand for a particular housing type. Transfer of units is permitted between two residential parcels provided the Plan Area maximum entitlement of 11,337 dwelling units is not exceeded except by amendment to the FPASP. Each residential development parcel is allocated a certain number of dwelling units

(FPASP, Table 4.3). If a particular parcel is developed at less than its allocation number, the remaining un-mapped units may be transferred to another residential parcel or parcels. Increases or decreases in residential density resulting from unit transfers shall not be less than the minimum or exceed the maximum allowable density for each residential land use category. Per Section 13.3.2 of the FPASP, the City is required to approve residential dwelling unit transfers between any Plan Area residential land use parcel or parcels provided that the following conditions are met (The findings for this project for compliance with the FPASP Minor Administrative Modification criteria are shown in parenthesis and underlined):

- The transferor and transferee parcel or parcels are located within the Plan Area and are designated for residential use.
(The transferor (FPASP Parcel 134) and the transferee (FPASP Parcel 84) are both located within the Plan Area and designated for residential use.)
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A of the FPASP.
(The transferor and transferee parcel will conform to all applicable development standards contained in Appendix A of the FPASP)
- The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS.
(The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS.)
- The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities; affordable housing agreements; or fee programs and assessment districts unless such impacts are reduced to an acceptable level through project-specific mitigation measures.
(The transfer of units will not adversely impact planned infrastructure, roadways, schools, or other public facilities; affordable housing agreements; or fee programs and assessment districts.)

City staff has reviewed the two proposed Minor Administrative Modifications and determined that they meet the Minor Administrative Evaluation Criteria established by the Folsom Plan Area Specific Plan. As such, staff has approved the proposed Minor Administrative Modifications.

LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP

A Large-Lot Vesting Tentative Subdivision Map is proposed to subdivide the existing 203-acre project site into twenty-three (23) individual parcels including nine (9) Single-Family High Density (SFHD) parcels, four (4) Multi-Family Low Density (MLD) parcels, six (6) Open Space (OS) parcels, two (2) Park (P) parcels, one (1) Public/Quasi-Public (PQP) parcel, and one (1) Multi-Family High Density (MHD) parcel. The ultimate purpose of the Large-Lot Vesting Subdivision Map is to facilitate the land division, sale/lease/financing, and potential development of the individual parcels at a future date. In and of itself, the Large-Lot Map does not permit development of any of the parcels it creates. However, the Large-Lot Map does create the necessary easements to allow for roads and utilities to be built to facilitate the development of those parcels subject to future approval of discretionary entitlements. Nine (9) of the aforementioned large-lot parcels

(SFHD and MLD lots) are subject to development under the proposed project. The balance of the remaining developable parcels (MLD and MHD lots) are subject to further discretionary review before any development can occur. No specific development proposals have been made for those large-lot parcels at this time; however, a maximum of 356 residential units could be developed on the two MLD-zoned parcels and the one MHD-zoned parcel within the development.

SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP

A Small-Lot Vesting Tentative Subdivision Map is proposed to subdivide nine (9) of the newly-created large lots into 545 single-family residential lots. The proposed residential lots generally range in size from 3,045 square feet (35' by 87') up to 4,840 square feet (55' by 88'), although there are a number of lots throughout the subdivision which are substantially larger. All roadways (streets and courts) within the subdivision are proposed to be public streets. As a result, staff has included a condition (Condition No. 49) that requires the applicant to dedicate public utility easements for underground facilities on properties adjacent to the streets. Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

Traffic/Access/Circulation

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people, not cars, and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASA which are included as conditions of approval for the Mangini Ranch Phase 2 Subdivision project (Condition Nos. 68-65 to 68-120). Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch Phase 2 Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS.

On May 5, 2015, Fehr & Peers completed a Traffic Impact Analysis for the Westland-Eagle Specific Plan Amendment project (an Addendum to the FPASP EIR/EIS was certified in association with the Westland-Eagle Specific Plan Amendment) and determined that the traffic impacts associated with that project had been adequately addressed in the 2011 Folsom Plan Area Specific Plan EIR/EIS with inclusion of some minor adjustments to account for changes that have occurred since the EIR/EIS was certified. The adjustments include requiring the project to modify the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-

turn lanes, two through lanes, and one right-turn lane. In addition, the project was required to pay a fair-share contribution towards improvements to the East Bidwell Street/Alder Creek Parkway intersection including the addition of a channelized westbound right-turn lane.

On September 5, 2017 (revised December 1, 2017), T.KEAR Transportation Planning & Management completed a Transportation Impact Study (Attachment 19, Exhibit H) for the Mangini Ranch Phase 2 Subdivision project to ensure that no additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Addendum to the FPASP EIR/EIS. The Study analyzed traffic operations at 21 study intersections, three arterial roadway segments, and eight freeway segments in the vicinity of the project site under four scenarios: Existing Conditions, Existing Plus Project Conditions, Existing Plus Planned and Approved Projects Conditions (EPPAP), Existing Plus Planned and Approved Projects Plus Project Conditions (EPPAP Plus Project). In addition, a cumulative analysis was prepared to evaluate the ultimate lane and geometry requirements at street intersections internal and adjacent to the project site.

The proposed Mangini Ranch Phase 2 Subdivision project is expected to generate 4,800 daily vehicle trips including 385 vehicle trips during the weekday AM peak hour and 503 vehicle trips during the weekday PM peak hour. Based on the aforementioned transportation-related impacts, the Study determined that, with planned street and intersection improvements, the proposed project does not create any new significant impacts under Existing Plus Project Conditions or EPPAP Plus Project Conditions when compared to the FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum. In addition, all arterial and freeway study segments were found to operate at acceptable levels of service both with and without the proposed project under all study scenarios. The Study also concluded that with the proposed improvements, the project does not create any new significant deficiencies under Existing Plus Project Conditions or EPPAP Plus Project Conditions. The following is a list of required on-site and off-site street intersection improvements and associated timing of those improvements (Condition Nos. 57-61):

- East Bidwell Street/Savannah Parkway (Condition 57)
Prior to issuance of the first building permit, the owner/applicant shall be responsible for configuring the East Bidwell Street/Savannah Parkway Intersection as follows:
 - Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 200-foot long transition, 60-foot-long taper, and 100 feet of vehicle storage.
 - Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane.
 - Westbound Approach to East Bidwell Street from Savannah Parkway: One shared left/right-turn lane, and a striped out left-turn pocket with a 125-foot-long taper and 60 feet of vehicle storage.
 - Control: Stop-Sign control at the westbound approach to East Bidwell Street from Savannah Parkway with full access.

- Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern “half segment” of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual of Uniform Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405-2A, or similar standard. Savannah Parkway shall have a raised median curb.
- East Bidwell Street/Alder Creek Parkway (Condition 58)
Prior to issuance of the 236th building permit, the owner/applicant shall be responsible for expanding and signalizing the East Bidwell Street/Alder Creek Parkway Intersection as follows:
 - Southbound Approach to Alder Creek Parkway from East Bidwell Street: One thru-lane, and two left-turn lanes, with a 300-foot-long single lane left-turn pocket excluding tapers for the most easterly of the left turning lanes.
 - Northbound Approach to Alder Creek Parkway from East Bidwell Street: One thru lane and one shared thru/right-turn lane with a striped 500-foot long right-turn pocket excluding tapers for the shared thru/right-turn lane.
 - Westbound Approach to East Bidwell Street from Alder Creek Parkway: One right-turn lane and one left-turn lane, with a 200-foot left-turn pocket excluding tapers for the left-turn lane.
 - Eastbound Alder Creek Parkway Departure: Two receiving lanes shall be provided, the second receiving lane shall be dropped after 300 feet excluding tapers.
 - Control: Signalize with a protected southbound East Bidwell Street left-turn, westbound Alder Creek Parkway split phasing, and westbound Alder Creek Parkway right-turn overlap. U-Turns prohibited.
 - East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the U.S. Highway 50 Interchange, with a 38-foot-wide median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound U.S. Highway 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Old Ranch Way, with a 38-foot-wide raised median at Alder Creek Parkway that tapers back to match the two-lane half segment described in the East Bidwell Street/Savannah Parkway Condition No. 57 above. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38-foot-wide raised median.

- East Bidwell Street/White Rock Road (Condition 59)
Prior to issuance of the 281st building permit, the owner/applicant shall be responsible for either Option A or Option B below as follows:
 - Option A:
The Capital Southeast Connector Joint Powers Authority (JPA) project proposes to relocate and signalize the East Bidwell Street/White Rock Road intersection: If the proposed JPA project at this location is fully funded and construction is underway by the time the 281st building permit is issued, the project shall pay the Sacramento County Transportation Development Fees, toward the JPA project.
 - Option B:
Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuances of the 281st building permit, the owner/applicant shall be responsible to signalize the existing intersection with improvements described in Condition No. 127 of the Mangini Ranch Phase 1 conditions of approval. Mangini Ranch Phase 1 improvements at this location consist of “Southbound on East Bidwell Street construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound East Bidwell Street.
 - The JPA currently has more than seven million dollars programed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2019. The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020. Option A above is the preferred improvement, Option B would be a throwaway improvement.
- White Rock Road/Placerville Road (Condition 60)
Prior to the 496th building permit, the owner/applicant shall be responsible for prohibiting southbound left-turns from Placerville Road to eastbound White Rock Road by construction of a raised median on Placerville Road to channelize all southbound traffic onto westbound White Rock Road.

- East Bidwell Street/Savannah Parkway (Condition 61)
Prior to issuance of the 496th building permit and concurrent with implementation of Condition 64 above, the owner/applicant shall signalize the East Bidwell Street/Savannah Parkway intersection as follows:
 - Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 100-foot-long left-turn pocket excluding tapers for the left-turn lane.
 - Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane.
 - Westbound Approach to East Bidwell Street from Savannah Parkway: One right-turn lane, and one left-turn lane with a 60-foot left-turn pocket excluding tapers for the left-turn lane.
 - Control: Signal control with split phasing.
 - Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern “half-segment” of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual on Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405.2A, or similar standard. Savannah Parkway shall have a 4-foot-wide raised median.

Noise

A supplemental Environmental Noise Assessment (Assessment) was prepared by Bollard Acoustical on August 23, 2017 in order to verify that there would be no new noise-related impacts associated with the proposed project that were not contemplated and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum. The purpose of the supplemental Assessment was to quantify noise levels generated by traffic on nearby existing and proposed roadways, Mather aircraft overflights, the proposed elementary school, the proposed park, the SMUD substation, and to compare those noise levels against the noise standards established by the Noise Element in the City’s General Plan. In addition, the Assessment evaluated compliance of the proposed project with the FPASP EIR/EIS noise mitigation measures. The Assessment determined that portions of the proposed subdivision located adjacent to major roadways will be exposed to future traffic noise levels in excess of the City of Folsom exterior (60 Dba) noise level standard. To achieve compliance with the required exterior noise level standard, staff recommends that the following measures be implemented (Condition No. 38) as shown in the Noise Mitigation Exhibit on Attachment 14-1:

- Solid noise barriers or similar natural features (earthen berms, etc.) shall be required to reduce future traffic noise levels to below the City of Folsom exterior criteria of 60 dB Ldn at the proposed residential backyards. Barrier heights are specified relative to backyard

elevations. The following barrier heights and locations are required to the satisfaction of the Community Development Department (Attachment 14):

- 6-foot noise barrier at residences adjacent to Highway 50
 - 10-foot noise barrier at residences adjacent to East Bidwell Street
 - 7-foot noise barrier at residences adjacent to Alder Creek Parkway
 - 6-foot noise barrier at residences adjacent to Savannah Parkway
- Suitable materials for the traffic noise barriers shall include masonry and precast concrete panels. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use. The final design, materials, and colors of the barriers shall be to the satisfaction of the Community Development Department.
 - Mechanical ventilation (air conditioning) shall be provided for all residences within the Mangini Ranch Phase 2 Subdivision to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.
 - All second-floor windows of residences located adjacent to East Bidwell Street from which the roadway is visible shall have a minimum STC rating of 32. Figure 2 of the Noise Assessment shows the specific lots where upgrades are required.
 - All second-floor windows of residences located adjacent to Alder Creek Parkway from which the roadway is visible shall have a minimum STC rating of 30. Figure 2 of the Noise Assessment shows the specific lots where upgrades are required.

The Assessment also determined that the proposed project complies and is consistent with the noise requirements established by the FPASP EIR/EIS and that there would not be an increase in the severity of noise-related impacts compared to the significance determination contained in the FPASP EIR/EIS. In addition to the noise measures recommended above, the proposed project is subject to the noise mitigation measures identified within the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum (Condition Nos. 68-57 to 68-61 and Condition Nos. 70-29 to 70-34 in Attachment 20).

Walls and Fencing

The applicant is proposing to secure and screen the project site with a combination of walls and fences (shown in Conceptual Wall and Fencing Exhibit on Attachment 14-2). The private yard areas for the individual residential lots are proposed to be screened by a combination of wood fencing, open-view fencing, and masonry walls. The wood fencing will be utilized for the interior side yards, street side yards, and rear yards of the residential lots. The open-view fencing will be utilized for the rear yards on residential lots located adjacent to open space areas and to secure the two hydromodification basins located within the southern portion of the project site. The masonry walls will be utilized at various locations throughout the project site to minimize potential noise and privacy concerns.

As described in the noise section of this staff report, a Supplemental Environmental Noise Assessment recommended that noise barriers be constructed at specific locations throughout the project site to minimize potential noise impacts. In particular, the Assessment recommendation that

a ten-foot-tall solid noise barrier or similar natural feature be constructed along the eastern side of East Bidwell Street adjacent to the single-family residential lots at this location. To minimize the potential visual impacts of a ten-foot-tall masonry wall at this location, the application is proposing to widen the landscape buffer located along the eastern side of East Bidwell Street from 20 to 30 feet. In addition, the application is proposing to construct a combination earthen berm/masonry wall (four-foot-tall berm/six-foot-tall wall) within the aforementioned landscape buffer in place of a ten-foot-tall masonry wall. Staff recommends that the final location, design, height, materials, and colors of all walls and fences be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. Condition No. 17 is included to reflect this requirement.

Project Phasing

The Mangini Ranch Phase 2 Subdivision project is proposed to be developed in three (3) phases (Attachment 7). Phase 1 includes development of 230 residential units (Villages 1, 2, and 7), various street and street intersection improvements (Alder Creek Parkway, East Bidwell Street, Savannah Parkway, Westwood Drive, and Old Ranch Way), street frontage improvements, hydromodification basins No. 19 and No. 23, sewer system improvements, water system improvements, and other related infrastructure. Phase 2 includes development of 365 residential units (Villages 3, 4, and 8 plus Lots C and D), various street and intersection improvements (Alder Creek Parkway, Old Ranch Way, Savannah Parkway, Westwood Drive, and East Bidwell Street/White Rock Road intersection), trail system grading in Lot H and Lot I, sewer system improvements, water system improvements, and other related infrastructure. Phase 3 includes development of 306 residential units (Villages 5 and 6 plus Lots B, F, and G), various street and intersection improvements (Alder Creek Parkway, East Bidwell Street, Savannah Parkway, Westwood Drive, and Placerville Road/White Rock Road intersection), trail system grading within Community Park East, Community Park East grading, sewer system improvements, water system improvements, and other related infrastructure. The applicant has provided an On-Site Infrastructure Phasing Exhibit (Attachment 8) and an On-Site Infrastructure Phasing Narrative (Attachment 9) which details the implementation and timing of required improvements for each of the three project phases.

Grading

As shown on the submitted grading plan (Attachment 5), the Mangini Ranch Phase 2 Subdivision project site slopes gradually downward from the northeast to the southwest. The maximum elevation is approximately 500 feet in the southeast corner of the project site, sloping downward to approximately 390 in the southwest corner of the site. The maximum elevation is approximately 450 feet in the northeast corner of the project site, sloping downward to approximately 414 feet in the northwest corner of the project site. A series of rockery retaining walls, which range from 2-12 feet in height, are proposed in the southern portion (within Lots I and J) of the project site. In addition, masonry retaining walls ranging from 2-12 feet are also proposed within an open space area within the eastern section (Lot H) of the site.

The project grading will create 545 single-family residential lots with pad elevations ranging from 398 feet within Village 7 up to 495 feet in Village 3. The remaining large-lot parcels (MLD, MHD, P, P-QP, and OS) will also be graded to varying degrees in anticipation of future development and/or preservation in the case of the open space areas. Development of the project site is anticipated to require significant movement of soils and the compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of streets and

building foundations are finalized. Condition No. 69-44 is included to reflect this requirement. In addition, the final location, design, materials, and colors of all retaining walls are subject to review and approval by the Community Development Department. Condition No. 17 is included to reflect this requirement.

Open Space

The Mangini Ranch Phase 2 Subdivision project includes 27.2-acres of designated open space area, consistent with the requirements of Measure W, which requires a minimum of 30% open space area within the entire Folsom Plan Area. As shown on Attachment 2, the designated open space areas are primarily located along the southern property boundary and within a swath of land that bisects the southeast portion of the project site along a tributary of Alder Creek. In addition to the designated open space areas, the proposed project includes approximately 8.5-acres of landscape area equally distributed throughout the project site, bringing the total amount of open space and landscaped areas within the subdivision up to 35.7. The designated open space areas and the enhanced landscaping and landscape buffer lots will be managed and maintained by the City of Folsom. The Parks and Open Space Ownership/Maintenance Plan (Attachment 16) shows the ownership and maintenance responsibilities for each of the parcels within the project area.

Drainage

As shown on the submitted drainage plan (Attachment 5), the Mangini Ranch Phase 2 Subdivision project is designed to drain into a number of on-site and off-site hydromodification basins via a series of on-site and off-site storm drain lines. Stormwater flows within the northern portion of the project site (Villages 5 and 6) will be directed to a hydromodification basin. The exact location of the basin is to be determined, but may be located on-site within Village 6 or off-site at the northwest corner of the intersection of East Bidwell Street and Alder Creek Parkway. Stormwater flows for the remainder of the project area will be directed towards two permanent hydromodification basins located within the open space areas (Lot I and Lot J) along the southern project boundary. Permanent hydromodification basins are approved as part of the FPA Storm Drainage Master Plan. Staff recommends the storm drain improvement plans 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. Condition No. 40 is included to reflect this requirement.

A preliminary Storm Drainage Analysis (Analysis) was prepared for the Mangini Ranch Phase 2 Subdivision project on February 16, 2017 by MacKay & Soms and reviewed by Mead & Hunt on behalf of the City. The purpose of the Storm Drain Analysis was to: evaluate the drainage system for the proposed project and compare it to the Folsom Plan Area Storm Drain Master Plan (FPA SDMP) approved by the City Council; to determine if the storm drainage characteristics for the proposed project area are consistent with the approved FPA SDMP; and to verify that the design of the proposed project is adequate to maintain drainage impacts equal to or below the existing pre-developed condition in the project area. The Analysis determined that the proposed project is consistent with the FPA SDMP and that the project maintains drainage impacts at or below pre-existing conditions in the project area.

Public Services

The Folsom Plan Area was designed as a balanced community that does not create a burden upon existing City public services or infrastructure. To this end, the FPASP includes the necessary public services and facilities intended to support the needs of the Plan Area residents and provide

alternative locations for public services for the remainder of the City. Public services and facilities included within the Plan area include schools, parks, a municipal services center, a library, police and fire stations, utility infrastructure, and other public services and facilities that serve residents of the Plan Area. The Mangini Ranch Phase 2 Subdivision project has been designed to integrate with all of the aforementioned public services and related infrastructure.

The Folsom Plan Area Specific Plan envisioned that a new police station and a new fire station would generally be constructed at the northeast corner of the intersection of East Bidwell Street and Savannah Parkway (Lot 10 as shown on the Large-Lot Vesting Tentative Subdivision Map- Attachment 3). At this time, the Police Department and Fire Department are still in the process of determining the specific location, area, and size requirements of their new facilities. As a result, a note has been placed on the Large-Lot Vesting Tentative Subdivision Map indicating that the future fire station and police station will be located on the east side of Lot 10, with the final location, size, and site layout to be determined at a future date.

Utilities

As provided for in the Development Agreement between the City and the Landowners south of U.S. Highway 50, each individual subdivision within the Plan Area is required to build the portion of the off-site utility infrastructure system necessary to support the proposed project. The Mangini Ranch Phase 2 Subdivision project will be served by sewer infrastructure located within the East Bidwell Street right-of-way and the Alder Creek right-of-way. The sewer main will be extended along Savannah Parkway from East Bidwell Street to Placerville Road in order to serve the proposed subdivision and to allow for future upstream sewer connections at Placerville Road.

The proposed Mangini Ranch Phase 2 Subdivision project is located within the Zone 3 and Zone 4 water pressure zones in the Folsom Plan Area: Zone 4 water from the north and east via Placerville Road and Zone 3 water from the south and east via East Bidwell Street and Placerville Road. Water mains are proposed within the perimeter streets and major internal roadways including Alder Creek Parkway, East Bidwell Street, Savannah Parkway, and Westwood Drive in order to serve the project site.

In addition to the analysis in the FPASP and the Westland-Eagle Specific Plan Amendment Addendum, a Water Demand Comparison (Comparison) was prepared on September 27, 2017 by MacKay & Soms to evaluate the difference in water demand between the proposed project and the land uses approved in the 2011 FPASP and the 2015 Westland-Eagle Specific Plan Amendment. The approved land uses within the 2011 FPSAP and the Westland-Eagle Specific Plan Amendment required a total of 214.0-acre-feet per year, while the proposed project's water demand is 216.5-acre-feet per year. The slight increase in water use is due to the fact that the proposed project includes a transfer of 12 residential dwelling units from the Mangini Ranch Phase 1 project. The Comparison determined that there will be no net increase in water use within the Folsom Plan Area as the 2.5-acre-feet increase in water use in the proposed project area will be offset by a corresponding 2.5-acre-feet decrease in water use in the Mangini Ranch Phase 1 Subdivision project area.

The Pacific Gas & Electric Company (PG&E) will provide the entire Plan Area including the Mangini Ranch Phase 2 Subdivision project with natural gas service. Peak natural gas demand at build-out of the Plan Area is estimated at approximately 818 thousand cubic feet per hour. PG&E currently has excess capacity in its system to serve a portion of the Plan Area. PG&E will be

constructing additional infrastructure (transmission pipelines, gas regulator stations, etc.) within the Plan Area to accommodate the full gas demand. The Sacramento Metropolitan Utility District (SMUD) will supply electric service to the entire Plan Area including the Mangini Ranch Phase 2 Subdivision project. Peak electric demand at build-out of the Plan Area is estimated at approximately 87 megavolt amperes. Three electrical substations will be constructed to provide electric service to the Plan Area. The first SMUD electrical substation has been constructed on Placerville Road, within the eastern portion of the project site.

Off-Site Improvements

The proposed project features a number of off-site improvements (as shown on Attachment 12) including interim intersection improvements at East Bidwell Street/Savannah Parkway, East Bidwell Street/Old Ranch Way, Placerville Road/Westwood Drive, Alder Creek Parkway/Placerville Road, and Savannah Parkway/Grand Prairie Road. The interim off-site intersection improvements will be constructed according to the attached phasing exhibit (Attachment 8) and phasing narrative (Attachment 9). In addition, sewer and water infrastructure will be extended to the project site from Alder Creek Parkway, East Bidwell Street, and Placerville Road as shown in Attachment 10. An off-site hydropneumatic tank and hydromodification basin may also be required to serve to the project. For any off-site improvements constructed on private property that are not under the ownership or control of the project applicant, staff recommends that the owner/applicant shall obtain all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. Condition No. 21 is included to reflect these requirements.

Trail System Modifications

In an effort to improve bicycle and pedestrian circulation in and around the elementary school site and to avoid potential impacts to a conservation easement within an open space area, the project applicant coordinated with the Parks and Recreation Department on proposing a slight modification to the approved FPASP Bikeway Master Plan (FPASP Figure 7.31). As shown on the Trail Modification Exhibit (Attachment 13), the proposed trail modification includes shifting the Class I trail located within the open space area (Lot H) between Placerville Road and Savannah Parkway from the north side of the open space area to the south side of the open space area. In addition, the modification includes providing a trail connection to the elementary school site and the adjacent residential neighborhood. Staff has determined that the proposed modifications are beneficial in that they provide better access to the elementary school site from the Class I trail system and they avoid impacts to a conservation easement located in an open space area. To ensure implementation of the trail system modifications, Staff recommends the following measure be included as a condition of approval (Condition No. 65):

- The owner/applicant shall incorporate the design and grading for the proposed Class I bike trails located within Lot H into the improvement plans consistent with the attached Proposed Trail System Modification Exhibit dated December 15, 2017.

Biological Resources

A Biological Resources Mitigation Compliance Report (Compliance Report) was prepared for the Mangini Ranch Phase 2 Subdivision project by ECORP Consulting on September 26, 2017. The purpose of the Compliance Report was to evaluate the project's potential impact to biological resources and compliance with the mitigation measures for biological resources as required by the Mitigation and Monitoring Reporting Program (MMRP) for the FPASP EIR/EIS, the MMRP for the

FPASP Backbone Infrastructure Project Initial Study and Mitigation Negative Declaration, and the Addendum and Environmental Checklist for Westland-Eagle Specific Plan Amendment. The Compliance Report determined that the proposed project does not result in any new significant impacts or substantially more severe biological impacts than what was analyzed in the aforementioned environmental documents. The project is required to comply with all applicable biological resources mitigation measures as required by the FPASP EIR/EIS, the Backbone Infrastructure IS/MND, and the Westland-Eagle Addendum. The biological mitigation measures are included as conditions of approval for this project.

Design Guidelines Addendum

On June 23, 2015, the City Council approved the Folsom Ranch Central District Design Guidelines (Design Guidelines) in conjunction with approving the Mangini Ranch Phase 1 Subdivision project. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines. The Design Guidelines, which are intended to act as an implementation tool for residential development within the Central District of the Folsom Plan Area, provide the design framework for architecture, streetscene, and landscaping to convey a master plan identity. As a regulatory instrument, the Design Guidelines are focused on assisting applicants in creating single-family residential neighborhoods that reflect the City's rich history, reinforce the sense of community, and utilize sustainable best practices.

As currently composed, the Design Guidelines are focused almost exclusively on providing recommendations for the development of traditional single-family residential homes within the Folsom Plan Area, with very little guidance with respect to multi-family development. Over the course of the past year, the applicant has been engaged by multiple builders who have expressed an interest in developing multi-family residential projects on the various multi-family-zoned properties located within the Mangini Ranch Phase 1 Subdivision and Mangini Ranch Phase 2 Subdivision project areas. To address this issue, the applicant is proposing an Addendum to the Design Guidelines (Attachment 18) to incorporate architectural and design guidelines that are specific to multi-family development.

The purpose of the Multi-Family Design Guidelines is to establish parameters which apply to all multi-family land use categories within the Central District of the Folsom Plan Area, including Multi-Family Low Density (MLD), Multi-Family Medium Density (MMD) and Multi-Family High Density (MHD). The Multi-Family Design Guidelines are intended to encourage creativity in solutions to specific design opportunities through the creation of multi-family architectural guidelines, architectural principles, building types and densities, and site planning concepts. The primary architectural styles including in the Multi-Family Design Guidelines include American Contemporary, American Traditional, Craftsman, Early California Ranch, Monterey, Spanish Colonial, and Western Farmhouse. However, additional architectural styles compatible with the Multi-Family Design Guidelines may be allowed if it can be demonstrated that they are regionally appropriate. Staff has determined that the proposed Design Guidelines Addendum meets the intent, purposes and standards set forth in the Specific Plan District (Folsom Municipal Code, Chapter 17.37).

INCLUSIONARY HOUSING ORDINANCE

As specified in the Folsom Municipal Code, Section 17.140.030, the applicant is required to provide inclusionary housing units equal to ten (10) percent of the total number of units in the project, including very-low income units equal to three (3) percent of the market rate units within the

subdivision and low-income units equal to seven (7) percent of the market rate units. In this particular case, the applicant would be required to provide fifty-four (54) inclusionary housing units within the proposed development. However, the Inclusionary Housing Ordinance also provides for use of alternative means by developers to satisfy their inclusionary housing requirement. Alternative means for satisfying the aforementioned requirement include: providing the units off site; dedicating land for other affordable development projects; acquisition, rehabilitation, and conversion of existing market rate units; conversion of existing market rate units; paying an in-lieu fee, or other methods as approved by the City Council.

As an alternative means to constructing fifty-four (54) affordable housing units on the project site, the applicant is proposing to meet their inclusionary housing requirement by providing an in-lieu fee payment (Attachment 15). The in-lieu fee payment is calculated by multiplying one percent of the lowest priced for-sale residential unit within the proposed subdivision by the total number of for-sale residential units within the proposed subdivision. The in-lieu fee is payable at the time of the building permit on a per-unit basis. Staff recommends that the Final Inclusionary Housing Plan be approved by the City Council and that subsequently the Inclusionary Housing Agreement approved by the City Attorney be executed prior to recordation of the first Small-Lot Final Map for the Mangini Ranch Phase 2 Subdivision. Condition No. 47 is included to reflect these requirements.

ENVIRONMENTAL REVIEW

The City, as lead agency, has determined that the Mangini Ranch Phase 2 Subdivision project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment. As a project that is consistent with existing plans and zoning and which would not result in any new or more severe environmental effects that are peculiar to the project or the parcels or which were not previously analyzed as significant effects in the FPASP EIR/EIS and/or the Addendum for the Westland Eagle Specific Plan Amendment, the Mangini Ranch Phase 2 Subdivision project is eligible for the exemption from review under the California Environmental Quality Act (CEQA) provided by Government Code section 65457 and CEQA Guidelines sections 15182. The project also qualifies for the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183. Because the project is exempt from CEQA, the City is not required to prepare a Negative Declaration or an Environmental Impact Report, or any specific type of environmental documentation. Nonetheless, the City provides the attached checklist (bound separately) exploring considerations raised by CEQA Guidelines sections 15182 and 15183 because the checklist provides a clear disclosure of the City's evidence and reasoning for determining the project's consistency with the FPASP and eligibility for the claimed CEQA exemptions.

All of the recommended feasible mitigation measures previously adopted for the FPASP Final EIR/EIS, the Westland Eagle Addendum to the FPASP EIR/EIS, the U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration, and the Revised Off-Site Water Facility Alternative Mitigation Monitoring and Reporting Program for the FPASP have been included as conditions of approval for this project. The City is not required to formally adopt any analysis under CEQA to make these determinations under Guidelines sections 15182 and 15183, except for a finding regarding the implementation of previously adopted mitigation.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING TWENTY-THREE (23) LARGE LOTS AS ILLUSTRATED ON ATTACHMENT 3 FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING FIVE HUNDRED AND FORTY-FIVE (545) SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENT 4 FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE INCLUSIONARY HOUSING PLAN AS ILLUSTRATED ON ATTACHMENT 15 FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE PROJECT DESIGN GUIDELINES ADDENDUM FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT AS ILLUSTRATED ON ATTACHMENT 17 WITH THE FOLLOWING FINDINGS AND CONDITIONS (LARGE-LOT VTSM NOS. 1-14 AND SMALL-LOT VTSM NOS. 1-70).

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE ZONING CODE OF THE CITY, AND THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE WESTLAND-EAGLE GENERAL AND SPECIFIC PLAN AMENDMENT.

CEQA FINDINGS

- C. A FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS PREVIOUSLY CERTIFIED FOR THE FOLSOM PLAN AREA SPECIFIC PLAN IN ACCORDANCE WITH CEQA AND NEPA.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED IN 2015 FOR THE WESTLAND-EAGLE SPECIFIC PLAN AMENDMENT PROJECT IN ACCORDANCE WITH CEQA.

- E. THE PROPOSED PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT.
- F. THE PROPOSED PROJECT IS CONSISTENT WITH THE FPASP FINAL EIR/EIS AND DOES NOT CONTAIN SUBSTANTIAL CHANGES TO THE FOLSOM PLAN AREA SPECIFIC PLAN.
- G. THE PROPOSED PROJECT IS CONSISTENT WITH THE DEVELOPMENT DENSITY ESTABLISHED BY THE FOLSOM PLAN AREA AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT, FOR WHICH A FINAL EIR/EIS WAS CERTIFIED.
- H. THE FEASIBLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL EIR/EIS AND WESTLAND EAGLE ADDENDUM WILL BE UNDERTAKEN FOR THE PROPOSED LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP AND SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, CONSISTENT WITH CEQA GUIDELINES SECTION 15183(e).
- I. NO PROJECT-SPECIFIC SIGNIFICANT EFFECTS WHICH ARE PECULIAR TO THE PROJECT OR ITS SITE EXIST.

TENTATIVE SUBDIVISION MAP FINDINGS

- J. THE PROPOSED LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP AND SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP TOGETHER WITH THE PROVISIONS FOR THE PROJECT'S DESIGN AND IMPROVEMENT, ARE CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- K. AS CONDITIONED, THE DESIGN OF THE LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP AND SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- L. THE DESIGN OF THE LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP AND SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- M. THE DESIGN OF THE LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP AND SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

- N. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENTS, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- O. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- P. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- Q. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

Submitted,



PAM JOHNS
Community Development Director

CONDITIONS

See attached tables of conditions for which the following legend applies.

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

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
GENERAL REQUIREMENTS			
1.	<p>90 Day Protest Period The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions.</p> <p>The applicant is hereby notified that the 90 day protest period, commencing from the date of approval of the project, has begun. If the applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code Section 66020, the applicant will be legally barred from later challenging such exactions.</p>	M	CD (E)(P)
2.	<p>Large-Lot Vesting Tentative Subdivision Map The applicant shall submit a Large-Lot Vesting Tentative Subdivision Map to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Large-Lot Vesting Tentative Subdivision Map, dated December 15, 2017 	M	CD (E)(P)
3.	<p>Development Rights The approval of this Large-Lot Vesting Tentative Subdivision Map does not convey any right to develop. Processing and approval of a Small-Lot Final Map and/or Planned Development Permit applications shall be required prior to construction or development of any of the parcels created by this Large-Lot Vesting Tentative Subdivision Map. As a condition of the Small-Lot Vesting Tentative Subdivision Map, the City shall identify improvements necessary to develop the subject parcels. These improvements may include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other similar improvements.</p>	M	CD (E)(P)

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP			
Condition No.	Condition of Approval	When Required	Responsible Department
4.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p> <p>Street Names</p> <p>The street names identified below shall be used for the Final Large-Lot Map: Westwood Drive, Alder Creek Parkway, Savannah Parkway, Dandelion Lane, Golden Wave Drive, Gardner Street, Persimmon Way, Sassafras Trail, Hackberry Lane, Arbor View Drive, Emerald Knoll Lane, Copper Ridge Drive, Field View Trail, Eagle Ridge Lane, Spice Wood Court, Willow Grove Street, Cimarron Trail, Vista Grande Drive, Sienna Bluff Trail, Lilac Circle, Butterfly Ridge, Spring Harvest Trail, Barnwood Drive, Barn Owl Drive, Triple Creek Way, Crooked Bed Trail, Deer Point Court, Blacktail Way, Willowick Lane, Shadow Creek Circle, Dragonfly Way, Old Ranch Road, Whispering Brook Way, Shakers Ridge Way, Quakie Glen Drive, Shale Rock Court, Wind River Range Lane, Owl Creek Drive, Drowsy Water Way, Cackleberry Court, Quail Meadow Way, Tall Oaks Bend, Stone View Trail, Snapdragon Lane, Timberline Meadow Way, Trails End, Broken Oak Lane, Bitterroot Lane.</p> <p>Public Right of Way Dedication</p> <p>As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot as shown on the Large-Lot Vesting Tentative Subdivision Map.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.	<p>The street names identified below shall be used for the Final Large-Lot Map: Westwood Drive, Alder Creek Parkway, Savannah Parkway, Dandelion Lane, Golden Wave Drive, Gardner Street, Persimmon Way, Sassafras Trail, Hackberry Lane, Arbor View Drive, Emerald Knoll Lane, Copper Ridge Drive, Field View Trail, Eagle Ridge Lane, Spice Wood Court, Willow Grove Street, Cimarron Trail, Vista Grande Drive, Sienna Bluff Trail, Lilac Circle, Butterfly Ridge, Spring Harvest Trail, Barnwood Drive, Barn Owl Drive, Triple Creek Way, Crooked Bed Trail, Deer Point Court, Blacktail Way, Willowick Lane, Shadow Creek Circle, Dragonfly Way, Old Ranch Road, Whispering Brook Way, Shakers Ridge Way, Quakie Glen Drive, Shale Rock Court, Wind River Range Lane, Owl Creek Drive, Drowsy Water Way, Cackleberry Court, Quail Meadow Way, Tall Oaks Bend, Stone View Trail, Snapdragon Lane, Timberline Meadow Way, Trails End, Broken Oak Lane, Bitterroot Lane.</p> <p>Public Right of Way Dedication</p> <p>As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot as shown on the Large-Lot Vesting Tentative Subdivision Map.</p>	M	CD (E)(P)
6.	<p>The street names identified below shall be used for the Final Large-Lot Map: Westwood Drive, Alder Creek Parkway, Savannah Parkway, Dandelion Lane, Golden Wave Drive, Gardner Street, Persimmon Way, Sassafras Trail, Hackberry Lane, Arbor View Drive, Emerald Knoll Lane, Copper Ridge Drive, Field View Trail, Eagle Ridge Lane, Spice Wood Court, Willow Grove Street, Cimarron Trail, Vista Grande Drive, Sienna Bluff Trail, Lilac Circle, Butterfly Ridge, Spring Harvest Trail, Barnwood Drive, Barn Owl Drive, Triple Creek Way, Crooked Bed Trail, Deer Point Court, Blacktail Way, Willowick Lane, Shadow Creek Circle, Dragonfly Way, Old Ranch Road, Whispering Brook Way, Shakers Ridge Way, Quakie Glen Drive, Shale Rock Court, Wind River Range Lane, Owl Creek Drive, Drowsy Water Way, Cackleberry Court, Quail Meadow Way, Tall Oaks Bend, Stone View Trail, Snapdragon Lane, Timberline Meadow Way, Trails End, Broken Oak Lane, Bitterroot Lane.</p> <p>Public Right of Way Dedication</p> <p>As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot as shown on the Large-Lot Vesting Tentative Subdivision Map.</p>	M	CD (E)(P)

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
7.	<p>FMC Compliance The Final Large-Lot Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
8.	<p>Validity The approval of the Vesting Large Lot Tentative Subdivision Map shall be valid for a minimum term equal to the remaining term of the Development Agreement for the project, or for a period of thirty-six months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act.</p>	M	CD(E)
9.	<p>Notice of Restriction A Notice of Restriction shall be recorded on Lots 1 through 12, 3A and 4A as shown on the Large-Lot Vesting Tentative Subdivision Map, which states the following:</p> <ul style="list-style-type: none"> • The requirement to construct the creek crossing of Westwood Drive to Mangini Ranch Phase 1 shall be a requirement of the first Small-Lot Final Map in Lots 1 through 9, 3A and 4A or a building permit for Lots 10, 11 and/or 12, whichever occurs first. <p>Said restriction shall be binding upon the heirs, assigns and successors in interest of the grantors, and shall remain in effect until rescinded by the city of Folsom. The purpose of the Notice of Restriction is to give constructive notice of this development limitation.</p>	M	CD (E)
10.	<p>No building permits on Large Lots A Notice of Restriction shall be recorded on Lots 1 through 12, 3A and 4A as shown on the Large-Lot Vesting Tentative Subdivision Map which states the following:</p> <ul style="list-style-type: none"> • Lots 1 through 12, 3A and 4A are phasing lots only. No building permits shall be issued until further discretionary approvals, including but not limited to, approval of Small-Lot Final Map, Parcel Map and/or Final Map, whichever may be applicable consistent with the Folsom Plan Area Specific Plan, have been granted by the City of Folsom. <p>Said Restriction shall be binding upon their heirs, assigns, and successors in interest of their grantors, and shall remain in effect until rescinded by the City of Folsom. The purpose of this Notice of Restriction is to give constructive notice of this development limitation.</p>	M	CD (E)

DEVELOPMENT COSTS AND FEE REQUIREMENTS

11.	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 the First Amended and Restated Development Agreement.	M	CD (P)(E)
12.	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)
13.	If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the building plans, improvement plans, or beginning inspection, whichever is applicable.	M	CD (P)(E)
14.	The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	M	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
1.	<p>Final Development Plans The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Vicinity Map 2. Illustrative Master Plan Exhibit, dated December 15, 2017 3. Large-Lot Vesting Tentative Subdivision Map, dated December 15, 2017 4. Small-Lot Vesting Tentative Subdivision Map, dated December 15, 2017 5. Preliminary Grading and Drainage Plan, dated December 15, 2017 6. Preliminary Utility Plan, dated December 15, 2017 7. Conceptual Phasing Plan, dated December 15, 2017 8. On-Site Infrastructure Phasing Exhibit, dated December 15, 2017 9. On-Site Infrastructure Phasing Narrative, dated December 14, 2017 10. Preliminary Phased Off-Site Utility Plan, dated September, 2017 11. Off-Site Infrastructure Triggers, dated December, 2017 12. Interim Off-Site Intersection Design, dated December 15, 2017 13. Trail System Modification Exhibit, dated December 15, 2017 14. Noise Mitigation Exhibit and Conceptual Wall and Fencing Exhibit, dated December 15, 2017 15. Inclusionary Housing Plan, dated September 26, 2017 16. Parks and Open Space Ownership/Maintenance Summary, dated December 14, 2017 17. Minor Administrative Modification Exhibits 18. Folsom Ranch Central District Guidelines Addendum, dated December, 2017 	G, I, M, B	CD (P)(E)
	<p>The Small-Lot Vesting Tentative Subdivision Map is approved for the development of a 545-unit residential subdivision (Mangini Ranch Phase 2 Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>		

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
2.	<p>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.</p>	G, I, M,	CD (P)(E)(B)
3.	<p>Validity This approval of the Vesting Small Lot 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 Plan shall track the term of the Vesting Small Lot 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. The term of the Project Design Guidelines shall track the term of the First Amended and Restated Tier 1 Development Agreement.</p>	OG	CD (P)
4.	<p>Vesting Tentative Subdivision Map Approval The Vesting Tentative Subdivision Map for the Mangini Ranch Phase 2 Subdivision project shall be subject to review and approval by the City Council.</p>	M	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
5.	<p>Improvements in the PFFP The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.</p>	M	CD(E)(P)(B), PW, FD, EWR, PR
6.	<p>Street Names The street names identified below shall be used for the Final Small-Lot Map: Savannah Parkway, Alder Creek Parkway, Westwood Drive, Dandelion Lane, Golden Wave Drive, Gardner Street, Persimmon Way, Sassafras Trail, Hackberry Lane, Arbor View Drive, Emerald Knoll Lane, Copper Ridge Drive, Field View Trail, Eagle Ridge Lane, Spice Wood Court, Willow Grove Street, Cimarron Trail, Vista Grande Drive, Sienna Bluff Trail, Lilac Circle, Butterfly Ridge, Spring Harvest Trail, Barnwood Drive, Barn Owl Drive, Triple Creek Way, Crooked Bed Trail, Deer Point Court, Blacktail Way, Willowick Lane, Shadow Creek Circle, Dragonfly Way, Old Ranch Road, Whispering Brook Way, Shakers Ridge Way, Quakie Glen Drive, Shale Rock Court, Wind River Range Lane, Owl Creek Drive, Drowsy Water Way, Cackleberry Court, Quail Meadow Way, Tall Oaks Bend, Stone View Trail, Snapdragon Lane, Timberline Meadow Way, Trails End, Broken Oak Lane, Bitterroot Lane.</p>	M	CD (E)(P)

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
7.	<p><i>Indemnity for City</i> The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Condition No.	Condition of Approval	When Required	Responsible Department
8.	<p><i>Small-Lot Vesting Tentative Subdivision Map</i> The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Westland/Eagle Specific Plan Amendment CEQA Addendum, and the Folsom South of U.S. Highway 50 Specific Plan Revised Proposed Off-Site Water Facility Alternative CEQA Addendum as well as compliance with the mitigation measures in the South of U.S. Highway 50 Backbone Infrastructure Project Mitigated Negative Declaration for those portions of Mangini Ranch Phase 2 that are included as part of the South of U.S. Highway 50 Backbone Infrastructure Project.</p>	OG	CD
9.	<p><i>ARDA and Amendments</i> The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p>	G, I, M, B	CD (E)
10.	<p><i>Mitigation Monitoring</i> 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, the South of 50 Backbone Infrastructure Project MND, the Westland/Eagle Specific Plan Amendment to the FPASP and Addendum to the FPASP EIR/EIS, and the Folsom South of U.S. Highway 50 Specific Plan Project Revised Proposed Off-Site Water Facility Alternative Amendment to the FPASP and 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).</p>	OG	CD (P)

POLICE/SECURITY REQUIREMENT

11.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD
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DEVELOPMENT COSTS AND FEE REQUIREMENTS			
Taxes and Fees		OG	CD (P)(E)
12.	<p>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.</p>	OG	CD (P)(E)
13.	<p>Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	OG	CD (E)
14.	<p>FPASP Development Impact Fees The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (February 13, 2018), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
15.	<p>Legal Counsel The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)

16.		<p>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.</p>	G, I, M, B	CD (P)(E)
GRADING PERMIT REQUIREMENTS				
17.		<p>Walls/Fences/Gates The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p>	BG	CD (P)(E)

18.	<p>Development Phase 1 (Villages 1, 2, 7) Plan The owner/applicant shall construct the following improvements as shown on the Vesting Tentative Subdivision Map with each applicable phase. Roadways shall be to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <ul style="list-style-type: none"> ○ Roads <ul style="list-style-type: none"> ▪ Alder Creek Parkway (East Bidwell Street to Placerville Road) <ul style="list-style-type: none"> ● One lane of travel in each direction (These roadway improvements are existing improvements being constructed with FPA Phase 1 Backbone Improvements) ● Intersection and median pocket improvements are described in following three phases ▪ East Bidwell Street (Alder Creek Parkway to the interface of Mangini Ranch Phase 1 Subdivision Project) <ul style="list-style-type: none"> ● One lane of travel in each direction (These roadway improvements are existing-improvements constructed with FPA Phase 1 Backbone Improvements) ● Intersection of Savannah Parkway and East Bidwell Street including turn lanes (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to First Building Permit) <ul style="list-style-type: none"> ○ Control: Stop-Sign control at the westbound approach to East Bidwell Street from Savannah Parkway with full access. ○ Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 200-foot long transition, 60-foot-long taper, and 100 feet of vehicle storage. ○ Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. ○ Westbound Approach to East Bidwell Street from Savannah Parkway: One shared left/right-turn lane, and a striped out left-turn pocket with a 125-foot-long taper and 60 feet of vehicle storage. 	G, I, M	CD (E), EWR, PW, FD
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18. Cont.	<ul style="list-style-type: none"> ○ Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern “half segment” of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual of Uniform Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405-2A, or similar standard. Savannah Parkway shall have a raised median curb. 		CD (E), EWR, PW, FD
	<ul style="list-style-type: none"> • Intersection of Old Ranch Way and East Bidwell Street including turn lanes <ul style="list-style-type: none"> ○ Control: All-Way Stop-Sign control at the intersection of East Bidwell Street and Old Ranch Way with full access. ○ Southbound Approach to Old Ranch Way from East Bidwell Street: One thru-lane and one left-turn lane. ○ Northbound Approach to Old Ranch Way from East Bidwell Street: One shared thru/right-turn lane. ○ Westbound Approach to East Bidwell Street from Old Ranch Way: One shared left/right-turn lane. • Village 7 Entrance/Exit on East Bidwell Street <ul style="list-style-type: none"> ○ Control: Stop-Sign control at the Village 7 exit to East Bidwell Street. ○ Access to Village 7 from East Bidwell Street limited to right-turns in and right-turns out only. Measures to enforce the right-turn in and right-turn out restriction at this location shall be implemented to the satisfaction of the Community Development Department. • Frontage Improvements on East Bidwell Street <ul style="list-style-type: none"> ○ Frontage Improvements including curb, gutter, sidewalk, and landscaping along the east side of East Bidwell Street from Savannah Parkway to the southern project boundary with the Mangini Ranch Phase 1 Subdivision project. 	G, I, M	

18.Cont.	<ul style="list-style-type: none"> ▪ Savannah Parkway (East Bidwell Street East Bidwell Street to the eastern edge of Open Space Lots I and L) <ul style="list-style-type: none"> • One lane of travel in each direction and a landscaped median of varying widths. • Intersection of Savannah Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Westbound approach to Westwood Drive from Savannah Parkway: One through lane, one right-turn lane, and one left-turn lane. The right-turn pocket will have a 125-foot-long taper and 210 feet of vehicle storage. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. ○ Eastbound approach to Westwood Drive from Savannah Parkway: One shared through/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. ○ Northbound approach to Savannah Parkway from Westwood Drive: One shared through lane/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. • Village 1 Entrance/Exit and Turn Pockets <ul style="list-style-type: none"> ○ Control: Stop-Sign control at the Village 1 exit to Savannah Parkway. ○ Westbound left-turn pocket into Village 1 entrance from Savannah Parkway with a 125-foot-long taper and 60 feet of vehicle storage. ○ Eastbound left-turn pocket at Savannah Parkway/Village 1 intersection with 125-foot-long taper and 60 feet of vehicle storage. • Frontage Improvements on Savannah Parkway <ul style="list-style-type: none"> ○ Frontage Improvements along the southern side of Savannah Parkway including curb, gutter, sidewalk, medians, and landscaping along with the remainder of paving required to complete the roadway sections K and K1 to the eastern edge of Open Space Lots I and J as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Westwood Drive (Savannah Parkway to the interface of Mangimi Ranch Phase 1, including the Alder Creek Tributary creek crossing) <ul style="list-style-type: none"> • One lane of travel in each direction • Frontage improvements on Westwood Drive including curb, gutter, sidewalk, landscaping, medians along with remainder of paving required to complete the roadway Sections U, V1 and V-2 as shown on the Small-Lot Vesting Tentative Subdivision Map 	<p style="text-align: center;">G, I, M</p> <p style="text-align: center;">CD (E), EWR, PW, FD</p>
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18. Cont.	<ul style="list-style-type: none"> ▪ Westwood Drive (Alder Creek Parkway to Old Ranch Way) <ul style="list-style-type: none"> • One lane of travel in each direction (The Enclave at Folsom Ranch Subdivision project (PN 16-025) is currently conditioned to complete these improvements) • Intersection of Alder Creek Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Control: All-Way Stop-Sign control at the intersection of Westwood Drive and Alder Creek Parkway with full access. ○ Westbound Approach to Westwood Drive from Alder Creek Parkway: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. ○ Northbound Approach to Alder Creek Parkway from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 210 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. ○ Eastbound Approach to Westwood Drive from Alder Creek Parkway: One through lane, one right-turn lane and one left-turn lane. • Intersection of Old Ranch Way and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Eastbound Approach to Westwood Drive from Old Ranch Way: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. ○ Southbound Approach to Old Ranch Way from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. • Frontage Improvements on Westwood Drive <ul style="list-style-type: none"> ○ Frontage Improvements including curb, gutter, sidewalk, median, and landscaping along with the remainder of paving required to complete the roadway section K2 as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Old Ranch Way (East Bidwell Street to Westwood Drive) <ul style="list-style-type: none"> • One lane of travel in each direction (The Enclave at Folsom Ranch Subdivision project (PN 16-025) is currently conditioned to complete these improvements) • Frontage improvements along the southern side including curb, gutter and sidewalk and landscaping along with remainder of paving required to complete the roadway Section S and S1 as shown on the Small-Lot Vesting Tentative Subdivision Map. 	G, I, M	CD (E), EWR, PW, FD
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18. Cont.		<ul style="list-style-type: none"> ○ Utility Infrastructure <ul style="list-style-type: none"> ▪ The 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. ▪ Hydromodification Basins No. 19 and No. 23 shall be constructed with Phase 1, unless already constructed by Others. ○ Trails in Open Space <ul style="list-style-type: none"> ▪ No trails within Phase 1 ○ Park Grading <ul style="list-style-type: none"> ▪ Community Park East will serve as a spoils site during Phase 1 grading. Grading of the park will be completed in subsequent phases. 	G, I, M	CD (E), EWR, PW, FD
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19.	<p>Development Phase 2 (Villages 3, 4, 8, and Lots C & D)Plan</p> <p>Developer shall construct the following improvements as shown on the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map & Conceptual Development Phasing Diagram unless otherwise noted; Roadways shall be constructed to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <ul style="list-style-type: none"> ○ Roads <ul style="list-style-type: none"> ▪ Savannah Parkway (Eastern edge of Open Space Lots I and L to SMUD Substation) <ul style="list-style-type: none"> ● One lane of travel in each direction and median ● Village 3 Entrance/Exit on Savannah Parkway <ul style="list-style-type: none"> ○ Control: Stop-Sign control at the Village 3 exit to Savannah Parkway. ○ Eastbound left-turn lane from Savannah Parkway into Village 3 entrance with 125-foot-long taper and 60 feet of vehicle storage. ○ Frontage improvements along the northern side of Savannah Parkway including curb, gutter and sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map. ○ Park Frontage improvements are the responsibility of the City. ▪ Westwood Drive (Savannah Parkway to Old Ranch Way) <ul style="list-style-type: none"> ● One lane of travel in each direction ● Intersection of Old Ranch Way and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Northbound Approach to Old Ranch Way from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. ○ Westbound Approach to Westwood Drive from Old Ranch Way: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. ● Intersection of Savannah Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Southbound Approach to Savannah Parkway from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 90 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. 	<p>G, I, M</p>	<p>CD (E), EWR, PW, FD</p>
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<p>19. Cont.</p>	<ul style="list-style-type: none"> • Frontage Improvements on Westwood Drive <ul style="list-style-type: none"> ○ Frontage improvements along the western side of Westwood Drive including curb, gutter and sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Old Ranch Way (Westwood Drive to Village 4) <ul style="list-style-type: none"> • One lane of travel in each direction • Frontage improvements including curb, gutter, sidewalk, median and landscaping along with remainder of paving required to complete the roadway Section V-4 as shown on the Small-Lot Vesting Tentative Subdivision Map • Park & School frontage including curb, gutter, and 10-foot-wide sidewalk with remainder of paving required to complete the roadway Section V-4 as shown on the Small-Lot Vesting Tentative Subdivision Map. Park frontage improvements are the responsibility of the City. ▪ Alder Creek Parkway (Westwood Drive to Placerville Road) <ul style="list-style-type: none"> • One lane of travel in each direction and median (Existing travel lanes on Alder Creek Parkway constructed with FPA Phase 1 Backbone Improvements) • Village 8 Entrance/Exit on Savannah Parkway <ul style="list-style-type: none"> ○ Westbound left-turn lane from Alder Creek Parkway into Village 8 entrance with 125-foot-long taper and 60 feet of vehicle storage. • Intersection of East Bidwell Street and Alder Creek Parkway (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to 236th Building Permit) <ul style="list-style-type: none"> ○ Control: Signalize with a protected southbound East Bidwell Street left-turn, westbound Alder Creek Parkway split phasing, and westbound Alder Creek Parkway right-turn overlap. U-Turns prohibited. ○ Southbound Approach to Alder Creek Parkway from East Bidwell Street: One thru-lane, and two left-turn lanes, with a 300-foot-long single lane left-turn pocket excluding tapers for the most easterly of the left turning lanes. ○ Northbound Approach to Alder Creek Parkway from East Bidwell Street: One thru lane and one shared thru/right-turn lane with a striped 500-foot long right-turn pocket excluding tapers for the shared thru/right-turn lane. 	<p>G, I, M</p> <p>CD (E), EWR, PW, FD</p>
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<p>19.Cont.</p>	<ul style="list-style-type: none"> ○ Westbound Approach to East Bidwell Street from Alder Creek Parkway: One right-turn lane and one left-turn lane, with a 200-foot left-turn pocket excluding tapers for the left-turn lane. ○ Eastbound Alder Creek Parkway Departure: Two receiving lanes shall be provided, the second receiving lane shall be dropped after 300 feet excluding tapers. ○ East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the U.S. Highway 50 Interchange, with a 38-foot-wide median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound U.S. Highway 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Old Ranch Way, with a 38-foot-wide raised median at Alder Creek Parkway that tapers back to match the two-lane half segment. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38-foot-wide raised median. 	<p>CD (E), EWR, PW, FD</p>
	<ul style="list-style-type: none"> ● Frontage Improvements on Alder Creek Parkway <ul style="list-style-type: none"> ○ Frontage improvements along the southern side of Alder Creek Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section C1 as shown on the Small-Lot Vesting Tentative Subdivision Map. 	<p>G, I, M</p>
	<ul style="list-style-type: none"> ▪ Intersection of East Bidwell Street and White Rock Road <ul style="list-style-type: none"> ● Prior to issuance of the 281st building permit, the owner/applicant shall be responsible for either Option A or Option B below as follows: <ul style="list-style-type: none"> ○ Option A: <p>The Capital Southeast Connector Joint Powers Authority (JPA) project proposes to relocate and signalize the East Bidwell Street/White Rock Road intersection: If the proposed JPA project at this location is fully funded and construction is underway by the time the 281st building permit is issued, the project shall pay the Sacramento County Transportation Development Fees, toward the JPA project.</p> 	

19.Cont.	<ul style="list-style-type: none"> ○ Option B: <ul style="list-style-type: none"> ○ Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuance of the 281st building permit, the owner/applicant shall be responsible to signalize the existing intersection with improvements described in Condition No. 127 of the Mangini Ranch Phase 1 conditions of approval. Mangini Ranch Phase 1 improvements at this location consist of “Southbound on East Bidwell Street construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300-foot receiving lane excluding appropriate tapers along northbound East Bidwell Street. ○ The JPA currently has more than seven million dollars programmed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2019. The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020. Option A above is the preferred improvement, Option B would be a throwaway improvement. ○ Utility Infrastructure <ul style="list-style-type: none"> ▪ The 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), EWR, PW, FD
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19.Cont.		<ul style="list-style-type: none"> ○ Trails in Open Space <ul style="list-style-type: none"> ▪ The proposed trail within Lot I open space will be graded with Village 3 ▪ The proposed trail within Lot H open space adjacent to the school will be graded with Village 4 ○ Park Grading <ul style="list-style-type: none"> ▪ Community Park East will serve as a spoils site during Phase 2 grading. Grading of the park will be completed in subsequent phases. 	G, I, M	CD (E), EWR, PW, FD
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Development Phase 3 (Villages 5 and 6, and Lots B, F, and G)

Developer shall construct the following improvements as shown on the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map & Conceptual Development Phasing Diagram unless otherwise noted; Roadways shall be constructed to the ultimate horizontal and vertical alignment unless otherwise noted.

- **Roads**
 - **East Bidwell Street** (Savannah Parkway to the Alder Creek Parkway)
 - Intersection of Savannah Parkway and East Bidwell Street including turn lanes (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to 496th Building Permit)
 - Control: Signal control with split phasing.
 - Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 100-foot-long left-turn pocket excluding tapers for the left-turn lane.
 - Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane.
 - Westbound Approach to East Bidwell Street from Savannah Parkway: One right-turn lane, and one left-turn lane with a 60-foot left-turn pocket excluding tapers for the left-turn lane.
 - Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern “half-segment” of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual on Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405.2A, or similar standard. Savannah Parkway shall have a 4-foot-wide raised median.
 - Frontage improvements including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section I as shown on the Small-Lot Vesting Tentative Subdivision Map.

CD (E), EWR, PW,
FD

20. Cont.	<ul style="list-style-type: none"> ▪ Savannah Parkway (SMUD Substation to Grand Prairie Road) <ul style="list-style-type: none"> • One lane of travel in each direction and a landscaped median of varying widths. • Intersection of Savannah Parkway and Grand Prairie Road including turn lanes <ul style="list-style-type: none"> ○ Northbound approach to Grand Prairie Road from Savannah Parkway: One shared through/right-turn/left-turn lane. ○ Southbound approach to Grand Prairie Road from Savannah Parkway: One shared through/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. ○ Westbound approach to Savannah Parkway from Grand Prairie Road: One shared right-turn lane and one left-turn lane. • Frontage improvements along the northern side of Savannah Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map. • Park frontage improvements are the responsibility of the City. ▪ Westwood Drive (Alder Creek Parkway to Placerville Road) <ul style="list-style-type: none"> • One lane of travel in each direction with median • Intersection of Alder Creek Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Southbound Approach to Alder Creek Parkway from Placerville Road: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. • Intersection of Alder Creek Parkway and Placerville Road including turn lanes <ul style="list-style-type: none"> ○ Southbound Approach to Placerville Road from Alder Creek Parkway: One right-turn lane. ○ Eastbound Approach to Placerville Road from Alder Creek Parkway: One shared through/left-turn lane. • Village 6 Entrance/Exit on Westwood Drive <ul style="list-style-type: none"> ○ Control: Stop-Sign control at the Village 6 exit to Westwood Drive. ○ Northbound Approach to Village 6 entrance from Westwood Drive: One shared through/right-turn lane. Southbound Approach to Village 6 entrance from Westwood Drive: One shared through/left-turn lane 	G, I, M	CD (E), EWR, PW, FD
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20.Cont.	<ul style="list-style-type: none"> ○ Frontage improvements including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Sections U, U-2, and V1 as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Alder Creek Parkway (Westwood Drive to Placerville Road) <ul style="list-style-type: none"> ● Village 5 Entrance/Exit on Alder Creek Parkway ○ Control: Stop-Sign control at the Village 5 exit to Alder Creek Parkway. ○ Eastbound Approach to Village 5 entrance from Alder Creek Parkway: ○ Left-turn lane with 125-foot-long taper and 60 feet of vehicle storage. ○ Frontage improvements along the northern side of Alder Creek Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section C1 as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Intersection of Placerville Road and White Rock Road <ul style="list-style-type: none"> ● Prior to the 496th building permit, the owner/applicant shall be responsible for prohibiting southbound left-turns from Placerville Road to eastbound White Rock Road by construction of a raised median on Placerville Road to channelize all southbound traffic onto westbound White Rock Road. ○ Utility Infrastructure <ul style="list-style-type: none"> ▪ The 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 ○ Trails in Open Space <ul style="list-style-type: none"> ▪ The proposed trail within Community Park East, including the connection with Mangini Ranch Phase 1, will be graded with Phase 3 ○ Park Grading <ul style="list-style-type: none"> ▪ Community Park East grading will be completed. 	G, I, M	CD (E), EWR, PW, FD
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21.		<p>Off-site improvements / Rights of Entry For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in 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.</p>	G	CD (E)
22.		<p>Mine Shaft Remediation The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)

23.		<p>Prepare Traffic Control Plan.</p> <p>Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis. 	G	CD (E)
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24.		<p><i>Stormwater Detention Basin.</i></p> <p>a. Design. The owner/applicant shall be responsible for the design and construction of the interim stormwater detention basin (Basin No. 8). The detention basin design shall include City approved vehicular access to the entire basin, including but not limited to, the inlets and outfalls for the basin. The improvement plans for the proposed interim basin shall be reviewed and approved by the City prior to approval of any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hydromodification.</p> <p>b. Operation and Maintenance Manual The owner/applicant shall prepare an Operations and Maintenance manual for the interim stormwater detention basin for maintenance by the City. The manual shall be subject to review and approval by the City prior to any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hydromodification.</p> <p>c. Access The owner/applicant shall grant public easements for access to the interim stormwater detention basin prior to approval of the Final Map which requires construction of the interim stormwater detention basin.</p> <p>d. Operation Funding The owner/applicant shall provide a funding mechanism, separate from the funding mechanism for the permanent detention basin, for the operation and maintenance by the City of Folsom of the interim stormwater detention basin. The funding for the operation and maintenance of the basin shall remain in place until such time as the required permanent detention basin(s) are constructed downstream by others and are operational in accordance with the Folsom Plan Area Storm Drainage Master Plan. The funding mechanism shall be in place and funding available to the City prior to approval of any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hydromodification.</p>	M	CD (E)
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25.		<p>State and Federal Permits The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P)(E)
26.		<p>Water Quality Certification A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)
27.		<p>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.</p>	G	CD (E) PW
IMPROVEMENT PLAN REQUIREMENTS				
28.		<p>Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD (E)
29.		<p>Standard Construction Specifications and Details Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P)(E)

30.		<p>Water and Sewer Infrastructure All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</p> <ul style="list-style-type: none"> • The owner/applicant shall provide public sewer and water main easements • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. • In no case shall a City-maintained public water or public sewer line be placed on private residential property. • The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>. 	I	CD (E)
31.		<p>Lighting Plan The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and 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)

32.		<p>Utility Coordination The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	M	CD (P)(E)
33.		<p>Replacing Hazardous Facilities The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)
34.		<p>Future Utility Lines All future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	B	CD (E)
35.		<p>Water Meter Fixed Network System The 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.</p>	I	CD (E), EWR
36.		<p>Vertical Curb All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P)(B)
37.		<p>Class II Bike Lanes All Class II bike lanes shall be striped and the legends painted green. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)

38.

Noise Barriers

Based on the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 23, 2017, the following measures shall be implemented to the satisfaction of the Community Development Department:

- Solid noise barriers or similar natural features (earthen berm, etc.) shall be required to reduce future traffic noise levels to below the City of Folsom exterior criteria of 60 dB Ldn at the proposed residential backyards. Barrier heights are specified relative to backyard elevations. The following barrier heights and locations are required to the satisfaction of the Community Development Department (see Figure 2 in the August 23, 2017 Assessment):
 - 6-foot noise barrier at residences adjacent to Highway 50
 - 10-foot noise barrier at residences adjacent to East Bidwell Street
 - 7-foot noise barrier at residences adjacent to Alder Creek Parkway
 - 6-foot noise barrier at residences adjacent to Savannah Parkway
- Suitable materials for the traffic noise barriers shall include masonry and precast concrete panels. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use. The final design, materials, and colors of the barriers shall be to the satisfaction of the Community Development Department.
- Mechanical ventilation (air conditioning) shall be provided for all residences within the Mangini Ranch Phase 2 Subdivision to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.
- All second-floor windows of residences located adjacent to East Bidwell Street from which the roadway is visible shall have a minimum STC rating of 32. Figure 2 of the Noise Assessment shows the specific lots where upgrades are required.
- All second-floor windows of residences located adjacent to Alder Creek Parkway from which the roadway is visible shall have a minimum STC rating of 30. Figure 2 of the Noise Assessment shows the specific lots where upgrades are required.

I

CD (E)(P)

39.	<p>Master Plan Updates</p> <p>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.</p> <p>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
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40.	<p>Best Management Practices</p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant 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.</p> <p>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 project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p>	G, I	CD (E)
41.	<p>Litter Control</p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPT REQUIREMENTS

42.

Prepare fuel modification plan (FMP).

If applicable, the owner/applicant shall submit a Fuel Modification Plan consistent with the FPA Open Space Management Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designer, or an individual with expertise acceptable to the Fire Code Official. The owner/applicant shall obtain off-site easements for the required for the fuel modification buffer.

The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.

G, I, M, B

CD (P), FD

43.	<p>All-Weather Access and Fire Hydrants</p> <p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p> <ul style="list-style-type: none"> • Commercial Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the general commercial portion of the project is determined to be 750 GPM for three hours. The reduced fire-flow shall not be less than 1,000 GPM for commercial buildings with automatic sprinkler systems per Section 903.1.1 of the CFC, and shall not be less than 1,500 GPM for commercial buildings with automatic sprinkler systems per Section 903.3.1.2 of the CFC. • 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 unless an alternative is specifically included within this approval. • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required. • 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 shall 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
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44.	<p>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 or Small-Lot Final Map, whichever occurs first. Said plans shall include all on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Landscaping installed in open spaces located between tiers of lots shall be chosen for resistance to fire and limited fuel production. Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Mangini Ranch Phase 2 project.</p>	B, M	CD(P), PW
45.	<p>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.</p>	I, OG	CD (P), PW

MAP REQUIREMENTS

46.		<p><i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)
47.		<p><i>The Final Inclusionary Housing Plan</i> 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 Mangini Ranch Phase 2 Subdivision.</p>	M	CD (P)(E)

48.	<p>Department of Real Estate Public Report The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report</p>	<p>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.</p> <p>2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</p> <p>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.</p> <p>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.</p> <p>5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>	M	CD (P) PK
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49.		<p>Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
50.		<p>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.</p>	M	CD (E)
51.		<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)
52.		<p>New Permanent Benchmarks The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)

53.		<p>Centralized Mail Delivery Units All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)
54.		<p>Recorded Final Map Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement 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.</p>	B	CD (E)
55.		<p>Recorded Final Map Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD
56.		<p>Design Review Approval Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Folsom Ranch Central District Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be reviewed by the Planning Commission.</p>	B	CD (P)

TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS

57.	<p><u>East Bidwell Street/Savannah Parkway</u></p> <p>Prior to issuance of the first building permit, the owner/applicant shall be responsible for configuring the East Bidwell Street/Savannah Parkway Intersection as follows:</p> <ul style="list-style-type: none"> ○ Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 200-foot long transition, 60-foot-long taper, and 100 feet of vehicle storage. ○ Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. ○ Westbound Approach to East Bidwell Street from Savannah Parkway: One shared left/right-turn lane, and a striped out left-turn pocket with a 125-foot-long taper and 60 feet of vehicle storage. ○ Control: Stop-Sign control at the westbound approach to East Bidwell Street from Savannah Parkway with full access. ○ Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern “half segment” of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual of Uniform Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405-2A, or similar standard. Savannah Parkway shall have a raised median curb. 	

58.	<p><u>East Bidwell Street/Alder Creek Parkway</u> Prior to issuance of the 236th building permit, the owner/applicant shall be responsible for expanding and signalizing the East Bidwell Street/Alder Creek Parkway Intersection as follows:</p> <ul style="list-style-type: none"> ○ Southbound Approach to Alder Creek Parkway from East Bidwell Street: One thru-lane, and two left-turn lanes, with a 300-foot-long single lane left-turn pocket excluding tapers for the most easterly of the left turning lanes. ○ Northbound Approach to Alder Creek Parkway from East Bidwell Street: One thru lane and one shared thru/right-turn lane with a striped 500-foot long right-turn pocket excluding tapers for the shared thru/right-turn lane. ○ Westbound Approach to East Bidwell Street from Alder Creek Parkway: One right-turn lane and one left-turn lane, with a 200-foot left-turn pocket excluding tapers for the left-turn lane. ○ Eastbound Alder Creek Parkway Departure: Two receiving lanes shall be provided, the second receiving lane shall be dropped after 300 feet excluding tapers. ○ Control: Signalize with a protected southbound East Bidwell Street left-turn, westbound Alder Creek Parkway split phasing, and westbound Alder Creek Parkway right-turn overlap. U-Turns prohibited. ○ East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the U.S. Highway 50 Interchange, with a 38-foot-wide median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound U.S. Highway 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Old Ranch Way, with a 38-foot-wide raised median at Alder Creek Parkway that tapers back to match the two-lane half segment described in the East Bidwell Street/Savannah Parkway Condition No. 57 above. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38-foot-wide raised median. 	B	CD (E)
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59.

East Bidwell Street/White Rock Road

Prior to issuance of the 281st building permit, the owner/applicant shall be responsible for either Option A or Option B below as follows:

- Option A:
The Capital Southeast Connector Joint Powers Authority (JPA) project proposes to relocate and signalize the East Bidwell Street/White Rock Road intersection: If the proposed JPA project at this location is fully funded and construction is underway by the time the 281st building permit is issued, the project shall pay the Sacramento County Transportation Development Fees, toward the JPA project.
- Option B:
Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuance of the 281st building permit, the owner/applicant shall be responsible to signalize the existing intersection with improvements described in Condition No. 127 of the Mangini Ranch Phase 1 conditions of approval. Mangini Ranch Phase 1 improvements at this location consist of “Southbound on East Bidwell Street construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound East Bidwell Street.
- The JPA currently has more than seven million dollars programed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2019. The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020. Option A above is the preferred improvement, Option B would be a throwaway improvement.

B

CD (E)

60.	<p><u>White Rock Road/Placerville Road</u> Prior to the 496th building permit, the owner/applicant shall be responsible for prohibiting southbound left-turns from Placerville Road to eastbound White Rock Road by construction of a raised median on Placerville Road to channelize all southbound traffic onto westbound White Rock Road.</p>	B	CD (E)
61.	<p><u>East Bidwell Street/Savannah Parkway</u> Prior to issuance of the 496th building permit and concurrent with implementation of Condition 64 above, the owner/applicant shall signalize the East Bidwell Street/Savannah Parkway intersection as follows:</p> <ul style="list-style-type: none"> ○ Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 100-foot-long left-turn pocket excluding tapers for the left-turn lane. ○ Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. ○ Westbound Approach to East Bidwell Street from Savannah Parkway: One right-turn lane, and one left-turn lane with a 60-foot left-turn pocket excluding tapers for the left-turn lane. ○ Control: Signal control with split phasing. ○ Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern “half-segment” of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual on Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405.2A, or similar standard. Savannah Parkway shall have a 4-foot-wide raised median. 	B	CD (E)
62.	<p><i>Credit Reimbursement Agreement</i> Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area’s Public Facilities Financing Plan.</p>	M	CD (E)

ARCHITECTURE/SITE DESIGN REQUIREMENTS

63.		<p>Landscaping Plan Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions.</p>	B	CD (P) (E)
64.		<p>Mechanical Equipment Screening All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.</p>	B	CD (P) (E)
65.		<p>Bicycle Trail System Modifications The owner/applicant shall incorporate the design and grading for the proposed Class I bike trails located within Lot H into the improvement plans consistent with the Mangini Ranch Phase 2 Proposed Trail System Modification Exhibit dated December 15, 2017.</p>	I	CD (E)

CITY CORPORATION YARD

66.

The location tentatively identified for acquisition by the City for the City's new Corporation Yard in Section 2.2.3.4 of the First Amended and Restated Tier I Development Agreement (ARDA) between the City and the project developer may not be feasible for use as a Corporation Yard due to challenges in obtaining County entitlements and utility services. Subject to the application of this condition to other Participating Landowners (as defined in the ARDA) as provided herein, the following condition is added with respect to resolution of the location of the corporation yard:

Prior to approval of the First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), a site consistent with the requirements of Section 2.2.3.4 of the ARDA, as may be amended or as otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard, with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site consistent with the forgoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City Council.

The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the Corporation Yard site has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.

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CD (P)

SCHOOL SITES

67.	<p>The locations of the elementary school sites and the combined middle school/high school were initially established during the City's processing and approval of the Folsom Specific Plan, at which time all Plan Area participants were engaged in the review of land planning and land uses. In 2015, the Folsom Cordova Unified School District raised concerns that the planned location of the future combined middle school/high school site may not be preferred.</p> <p>Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), the site(s) for the future high school and middle school in the Folsom Plan Area will be identified and approved by the City, in consultation with the Folsom Cordova Unified School District.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the high school and middle school site(s) has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> <p>If Owner/Applicant proposes final maps in phases, Owner/Applicant may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site(s) as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion.</p>	<p>M, B</p> <p>CD (P) Folsom Cordova Unified School District</p>
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Mitigation Measures

68. Westland/Eagle Specific Plan Amendment (W/E SPA) Mitigation Monitoring Reporting Program (MMRP) for the Westland/Eagle Area of the Folsom Plan Area Specific Plan (FPASP). 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) and by W/E SPA (September 2015).

Table 1.

FPASP EIR/EIS, as amended by the W/E SPA Addendum, Mitigation Measures Applicable to the Mangini Ranch Phase 2 Tentative Subdivision Map Project.*

*The MMRP for the W/E SPA Addendum to the FPASP EIR/EIS is included as Attachment 20.

Condition	Mitigation Measures Applicable to the Project	Timing	Responsible Agency	Notes/Compliance
Aesthetics				
68-1	3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.	G, O	CD	
68-2	3A.1-4: Screen Construction Staging Areas.	G	CD (P)(E)(B)	
68-3	3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.	B	CD (P)	
Air Quality				
68-4	3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.	G, C	CD	
68-5	3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.	G, C	CD (P)(E) SMAQMD	
68-6	3A.2-1c: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements.	G	CD (E)(P)	
68-7	3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-site Elements located in Sacramento County	G	SMAQMD	
68-8	3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.	G	Sacramento County El Dorado County or Cal Trans	
68-9	3A.2-1g: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.	G	SMAQMD	

68-10	3A.2-1b: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements	G		
68-11	3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.	M, I	CD	
68-12	3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.	G, C	CD	
68-13	3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.	G, C	CD SMAQMD	
68-14	3A.2-5: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.	G, C	CD	
68-15	3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions	B, C	CD	
Biological Resources				
68-16	3A.3-1a (as amended by W/E SPA): Mitigation for erosion impacts.	I, OG	PW USACE	
68-17	3A.3-1b (as amended by W/E SPA): Implement Clean Water Act Section 404 Permits and Section 401 Water Quality Certifications.	G, I, OG	CD USACE	Comply with Mangini Ranch, Carpenter Ranch and Backbone 401 and 404 permits and any amendments thereto
68-18	3A.3-2a (as amended by W/E SPA): Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.	G, I, C	CD CDFW	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
68-19	W/E SPA Mitigation Measure 4.4-4: Conduct preconstruction Swainson's Hawk and other raptor surveys	G	CD (P)(E) CDFW	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
68-20	3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan.	G, I, C	CD	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17

68-21	W/E SPA Mitigation Measure 4.4-5: Prepare and Implement Swainson's hawk mitigation plan.	G	CD (P)(E) CDFW	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
68-22	3A.3-2c (as amended by W/E SPA): Conduct preconstruction Tricolored Blackbird Nesting surveys.	G	CD CDFW	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
68-23	W/E SPA Mitigation Measure 4.4-6: Conducting preconstruction burrowing owl survey.	G	CD (P)(E) CDFW	
68-24	W/E SPA Mitigation Measure 4.4-7: Preconstruction nesting bird survey.	G	CD (P)(E) CDFW	
68-25	3A.3-2d (as amended by W/E SPA): Conduct preconstruction bat roosting survey.		CD	No roosting habitat on site. See Biological Resource Mitigation Measure Compliance Report, dated September 26, 2017
68-26	3A.3-2e: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of Vernal Pool Habitat.	G, I, OG	USFWS CD	Not Applicable. See Biological Resource Mitigation Measure Compliance Report, dated September 26, 2017
68-27	3A.3-2f: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of VELB Habitat.	G, I, OG	USFWS USACE CD	Not Applicable. See Biological Resource Mitigation Measure Compliance Report, dated September 26, 2017
68-28	3A.3-2g: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions.	G, I, C	USACE CD	
68-29	3A.3-2h (as amended by W/E SPA): Valley Elderberry Longhorn Beetle avoidance and minimization measures.	G, I, OG	USACE USFWS CD	
68-30	3A.3-3: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation.	G, I, B	USFWS CDFW	

68-31	3A.3-4a (as amended by W/E SPA): Implement Section 1602 Master Streambed Alteration Agreement.	G, I, C	CD	Comply with approved 1602 Master Streambed Alteration Agreement
68-32	3A.3-4b (as amended by W/E SPA): Valley Needlegrass Grassland Avoidance and Minimization Measures.	G, I, B	CDFW CD	Comply with the Needlegrass Plan, dated 10/6/16
68-33	3A.3-5 (as amended by W/E SPA): Oak woodlands mitigation.	G, I, C	CD, PW	Comply with the Oak Tree Mitigation and Monitoring Plan, dated 1/24/17, and the Off-Site Oak Woodland Operations and Management Plan, dated March 17, 2017
68-34	W/E SPA Mitigation Measure 4.4-1: Conduct environmental awareness training for construction employees.	G, C	CD	
68-35	W/E SPA Mitigation Measure 4.4-2: Conduct preconstruction western spadefoot survey	G	CD (E) (P) CDFW	
68-36	W/E SPA Mitigation Measure 4.4-3: Conduct preconstruction western pond turtle survey.	G	CD (E)(P) CDFW	
Climate Change				
68-37	3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions.	M, B, C	CD SMAQMD	
68-38	3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions.	M, B	CD SMAQMD	
68-39	3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.	M, B	CD	
Cultural Resources				
68-40	3A.5-1a (as amended by W/E SPA): Comply with the Programmatic Agreement.	G	CD USACE	
68-41	3A.5-1b (as amended by W/E SPA): 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.	G	CD USACE	
68-42	3A.5-2 (as amended by W/E SPA): 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.	G, C	CD USACE	

68-43	3A.5-3 (as amended by W/E SPA): Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.	OG	CD (P)(E) Sacramento County Coroner Native American Heritage Commission	
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Geology, Soils, Minerals, And Paleontological Resources			
68-44	3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.	B	CD (E)
68-45	3A.7-1b: Monitor Earthwork during Earthmoving Activities	B	CD (P)(E)(B)
68-46	3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan.	G	CD (E)
68-47	3A.7-5: Divert Seasonal Water Flows Away from Building Foundations.	B	CD (B)(P)
68-48	3A.7-10: 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.	C	CD
Hazards and Hazardous Materials			
68-49	3A.8-2: 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	G, C	CD
68-50	3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster.	M	CD
68-51	Mitigation Measure 3A.8-6: Prudent Avoidance and Notification of EMF Exposure.	M	CD Folsom Cordova Unified School District
68-52	3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.	G	CD Sacramento- Yolo Mosquito and Vector Control District
Hydrology and Water Quality			
68-53	3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.	G, C	CD (E) CVRWQB
68-54	3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.	G, B	CD (E)
68-55	3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan.	G, C	CD (E), PW
68-56	3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.	M, I	PW

68-57	3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.	G, C	CD	
68-58	3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.	C	CD (E)(P)	
68-59	3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-Site Roadways.	C	CD (E)(P)	See the Mangini Phase 2 Environmental Noise Assessment dated August 23, 2017
68-60	3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.	I, OG	CD (E)	See the Mangini Phase 2 Environmental Noise Assessment dated August 23, 2017
68-61	W/E SPA Mitigation Measure 4.12-1: Implement measures to prevent exposure of sensitive receptors to increases in noise from project-generated operational traffic on offsite and onsite roadways.	M	CD	See the Mangini Phase 2 Environmental Noise Assessment dated August 23, 2017
Public Services				
68-62	3A.14-1 (as amended by W/E SPA): Prepare and Implement a Construction Traffic Control Plan.	G, I, B, C	PW	
68-63	3A.14-2: Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.	B, O	CD, FD	
68-64	3A.14-3: Incorporate Fire Flow Requirements into Project Designs.	B, O	CD, FD	
Traffic and Transportation				
<p>It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.</p> <p>Public Facilities Financing Plan (PFFP): In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.</p>				

Included in the PFFP are a number roadway projects including the Highway Interchanges that the Mangini Ranch Phase 2 Subdivision project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.

Sacramento County Transportation Development Fee (SCTDF) contribution:

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

Cal Trans/City Memorandum of Understanding (Cal Trans MOU):

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

68-65	3A.15-1: Project Participation in Funding Transportation Improvements	B	CD (E), PW
68-66	3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).	B (pay PFFP fee)	CD (E), PW
68-67	3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/ Blue Ravine Road Intersection (Intersection 2).	B (pay PFFP fee)	CD (E), PW
68-68	3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).	B (pay SCTDF)	CD (E), PW
68-68	3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).	B (pay PFFP fee)	CD (E), PW
68-70	3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).	B (pay PFFP fee)	CD (E), PW
68-71	3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).	B (pay SCTDF)	CD (E), PW
68-72	3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).	B (pay SCTDF)	CD (E), PW
68-73	3A.15-1o: 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).	B (Caltrans MOU)	CD (E), PW

68-74	3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).	B (Caltrans MOU/pay SCTDF)	CD (E), PW	
68-75	3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	B (Caltrans MOU)	CD (E), PW	
68-76	3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	B (Caltrans MOU)	CD (E), PW	
68-77	3A.15-1s: 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).	B (Caltrans MOU)	CD (E), PW	
68-78	3A.15-1u: 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).	B (Caltrans MOU)	CD (E), PW	
68-79	3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	B (Caltrans MOU)	CD (E), PW	
68-80	3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	B (Caltrans MOU)	CD (E), PW	
68-81	3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).	B (Caltrans MOU)	CD (E), PW	
68-82	3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).	B (Caltrans MOU)	CD (E), PW	
68-83	3A.15-1z: 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).	B (pay PFFFP fee)	CD (E), PW	
68-84	3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9)	B (Caltrans MOU)	CD (E), PW	
68-85	3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).	B (Caltrans MOU)	CD (E), PW	

68-86	3A.15-1ec: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).	B (Caltrans MOU)	CD (E), PW
68-87	3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	B (Caltrans MOU)	CD (E), PW
68-88	3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).	B (Caltrans MOU)	CD (E), PW
68-89	3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).	B (Caltrans MOU)	CD (E), PW
68-90	3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).	B (Caltrans MOU)	CD (E), PW
68-91	3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes.	I (pay PFFFP fee and Transit fee)	PW
68-92	3A.15-2b: Participate in the City's Transportation System Management Fee Program.	B (pay City fee)	CD (E), PW
68-93	3A.15-2c: Participate with the 50 Corridor Transportation Management Association	B (pay City fee)	PW
68-94	3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.	B (Caltrans MOU, PFFFP fee, SCTDF)	CD (E), PW
68-95	3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).	B (pay PFFFP fee)	CD (E), PW
68-96	3A.15-4b: 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).	B (pay PFFFP fee)	CD (E), PW
68-97	3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).	B (pay PFFFP fee)	CD (E), PW
68-98	3A.15-4d: 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).	B (pay PFFFP fee)	CD (E), PW

68-99	3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23)	B (pay PFFFP fee)	CD (E), PW	
68-100	3A.15-4f: 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).	B (pay PFFFP fee)	CD (E), PW	
68-101	3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).	B (pay SCTDF)	CD (E), PW	
68-102	3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	B (pay SCTDF)	CD (E), PW	
68-103	3A.15-4j: 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).	B (pay SCTDF)	CD (E), PW	
68-104	3A.15-4k: 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).	B (pay SCTDF)	CD (E), PW	
68-105	3A.15-4l: 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 Segment s 12-13).	B (pay SCTDF)	CD (E), PW	
68-106	3A.15-4m: 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).	B (pay SCTDF)	CD (E), PW	
68-107	3A.15-4n: 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).	B (pay SCTDF)	CD (E), PW	
68-108	3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	B (pay SCTDF)	CD (E), PW	
68-109	3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	B (pay SCTDF)	CD (E), PW	
68-110	3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	B (pay SCTDF)	Capitol Southeast Connector JPA	

68-111	3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	B (pay SCTDF)	Capitol Southeast Connector JPA
68-112	3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	B (pay SCTDF)	Capitol Southeast Connector JPA
68-113	3A.15-4t: 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).	B (pay PFFP/Interchange fee)	CD (E), PW
68-114	3A.15-4u: 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).	B (pay PFFP fee)	CD (E), PW
68-115	3A.15-4v: 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).	B (pay PFFP fee)	CD (E), PW
68-116	3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	B (pay PFFP fee)	CD (E), PW
68-117	3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).	B (pay PFFP fee)	CD (E), PW
68-118	3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	B (pay PFFP fee)	CD (E), PW
68-119	W/E SPA Mitigation Measure 4.16-1: Participate in Fair Share Funding of modification of the Iron Point Road/East Bidwell Street Intersection.	B (pay PFFP fee)	CD (E), PW
68-120	W/E SPA Mitigation Measure 4.16-2: Participate in Fair Share Funding of improvements to the Scott Road/Easton Valley Parkway Intersection.	B (pay PFFP fee)	CD (E), PW
Utilities and Service Systems			
68-121	3A.16-1: 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	M, B	CD, PW
68-122	3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity	M, B	CD, PW
Water Supply			
68-123	3A.18-1: Submit Proof of Surface Water Supply Availability	M, B	CD, PW

68-124	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.	M, B	CD, PW
Cumulative			
68-125	AIR-1-Land: 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.	M	CD
68-126	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.	M	CD
69.	Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (Backbone MND) Mitigation Monitoring Reporting Program (MMRP) for the Folsom Plan Area Specific Plan (FPASP). Table 2 Below describes the mitigation measures from the Backbone MND (December 2014) MMRP		

Table 2.

Backbone MND Mitigation Measures Applicable to the Mangini Ranch Phase 2 Tentative Subdivision Map Project. *

*The mitigation measures specific to the 2014 Backbone Infrastructure MND (designated by roman numerals, e.g., IV-1) apply only to the portions of the Mangini Ranch Phase 2 Project that are included as part of the South of Highway 50 Backbone Infrastructure Project. The MMRP for the Backbone Infrastructure Project is included as Attachment 20.

Condition	Mitigation Measures Applicable to the Project	Timing	Responsible Agency	Notes/Compliance
Aesthetics				
69-1	Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts.	I	CD, EWR	
69-2	Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts.	I	CD, EWR	
Air Quality				
69-3	Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan	G, C	CD SMAQMD	
69-4	Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction.	G, C	CD SMAQMD	
69-5	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.	G, C	CD SMAQMD	

Biological Resources					
69-6	Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation	G, C	CD		
69-7	Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates.	G, C	CD USFWS		
69-8	Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle.	G, C	CD USFWS		
69-9	Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad	G, C	CD CDFW		
69-10	Backbone MND Mitigation Measure IV-5: Western Pond Turtle	G, C	CD CDFW		
69-11	Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat	G, I, C	CD		See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
69-12	Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat	G, I, C	CD		See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
69-13	Backbone MND Mitigation Measure IV-7: Tricolored Blackbird	G, C	CD CDFW		See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
69-14	Backbone MND Mitigation Measure IV-8: Nesting Raptors	G, I	CD CDFW		
69-15	Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds	G, C	CD CDFW		
69-16	Backbone MND Mitigation Measure IV-10: Special-Status Bats		CD CDFW		
69-17	Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement	G, C	CD CDFW		Comply with the approved Master Streambed Alteration Agreement
69-18	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	G, C	CD CDFW		Comply with the Needlegrass Plan, dated 10/6/16

69-19	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	G, I, C	CD USACE	Comply with Mangini Ranch, Carpenter Ranch and Backbone 401 and 404 permits and any amendments thereto.
69-20	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.	G, I, C	CD, PW	Comply the Oak Tree Mitigation and Monitoring Plan, dated 1/24/17, and the Off-Site Oak Woodland Operations and Management Plan, dated March 17, 2017
69-21	Backbone MND Mitigation Measure IV-11: American Badger	G, C	CD CDFW	
Cultural Resources				
69-22	Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans	G, C	CD USACE	
69-23	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.	G, C	CD USACE	
69-24	Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.	OG	CD Sacramento County Coroner Native American Heritage Commission	
Geology, Soils, and Paleontological Resources				
69-25	Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.	G, C	CD EWR	
69-26	Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities.	G, C	CD	
69-27	Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan.	G	PW	

Hydrology and Water Quality			
69-28	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.	G	PW
69-29	Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.	G	CD (E) Central Valley Regional Water Quality Control Board.
Climate Change			
69-30	Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions	Prior to releasing RFB to contractors	SMAQMD
Public Services			
69-31	Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan.	G, I, B, C	PW
Water Improvements			
69-32	Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements	G, I	SMAQMD CD (E)
69-33	Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements	G, I	CD (E)
69-34	Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements	G, I	CD (E)
69-35	Backbone MND Mitigation Measure V1-4 North of U.S. Highway 50 Water Improvements	G, I	CD (E)
69-36	Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements	G, I, B	PW

70. ***Revised Proposed Off-Site Water Facility Alternative Mitigation Monitoring Reporting Program (MMRP) for the Folsom Plan Area Specific Plan (FPASP).*** Table 3 below describes the mitigation measures from the Revised Water Alternative (November 2012) MMRP.

**Table 3.
Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS Mitigation Measures Applicable to the Mangini Ranch
Phase 2 Tentative Subdivision Map Project.***

*The Folsom South of U.S. Highway 50 Specific Plan Project: Revised Proposed Off-Site Water Facility Alternative was approved December 11, 2012. The November 2012 MMRP for the Revised Proposed Off-Site Water Facility Alternative is included as Attachment 21.

Condition	Mitigation Measures Applicable to the Project	Timing	Responsible Agency	Notes/Compliance
Aesthetics				
70-1	3B.1-2a: Enhance Exterior Appearance of Structural Facilities.	G, B	CD	
70-2	3B.1-2b: Prepare Landscaping Plan.	G, B	CD	
70-3	3B.1-3a: Conformance to Construction Lighting Standards.	G, B	CD	
70-4	3B.1-3b: Prepare and Submit a Lighting Master Plan.	G, B	CD	
Air Quality				
70-5	3B.2-1a: Develop and Implement a Construction NOX Reduction Plan.	G, C	CD SMAQMD	

70-6	3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.	G, C	CD SMAQMD	
70-7	3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors.	G, B	CD SMAQMD	
70-8	3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.	G, B	CD SMAQMD	
Climate Change				
70-9	3B.4-1a: Implement GHG Reduction Measures during Construction.	G, B	CD SMAQMD	
70-10	3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan.	G, B	CD SMAQMD	
Cultural Resources				
70-11	3A.5-1a: Comply with the Programmatic Agreement.	G	CD (E) USACE	This Mitigation Measure was revised in the W/E SPA Addendum. See Condition No. 73-40
70-12	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.	B, C	CD	This Mitigation Measure was revised in the W/E SPA Addendum. See Condition No. 73-41
70-13	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.	G, C	CD USACE	This Mitigation Measure was revised in the W/E SPA Addendum. See Condition No. 73-42
70-14	3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.	C	CD USACE	This Mitigation Measure was revised in the W/E SPA Addendum. See Condition No. 73-43
Geology, Soils, Minerals, and Paleontological Resources				
70-15	3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures.	engineering plans	CD	
70-16	3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.	engineering plans	CD	
70-17	3B.7-4: Implement Corrosion Protection Measures.	engineering plans	CD	

70-18	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.	C	CD
Hazards and Hazardous Materials			
70-19	3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.	G, C	CD
70-20	3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan.	G, C	CD
70-21	3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment.	G, C	CD
70-22	3B.8-5b: Develop and Implement a Remediation Plan.	G, C	CD
70-23	3B.8-7a: Keep Construction Area Clear of Combustible Materials.	G, C	CD
70-24	3B.8-7b: Provide Accessible Fire Suppression Equipment.	G, C	CD
Hydrology and Water Quality			
70-25	3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.	G, C	CD CVRWQB
70-26	3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board.	G, C	CD CVRWQB
70-27	3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities.	G, C	CD CVRWQB
70-28	3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment.	G, C	CD CVRWQB
Noise			
70-29	3B.11-1a: Limit Construction Hours.	C	CD
70-30	3B.11-1b: Minimize Noise from Construction Equipment and Staging.	C	CD
70-31	3B.11-1c: Maximize the Use of Noise Barriers.	G, C	CD
70-32	3B.11-1d: Prohibit Non-Essential Noise Sources During Construction.	G, C	CD
70-33	3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.	G, C	CD
70-34	3B.11-3: Implement Operational Noise Minimization Measures.	engineering plans	CD
Parks and Recreation			
70-35	3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a.	G, C	CD
Traffic and Transportation			
70-36	3B.15-1a: Prepare Traffic Control Plan.	G, C	CD
70-37	3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions.	G, C	CD

Utilities and Service Systems			
70-38	3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert.	G, C	CD
70-39	3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.		CD
Groundwater			
70-40	3B.17-1a: Implement Construction Dewatering Best Management Practices.	G, C	CD CDFW or CVRWQB
70-41	3B.17-1b: Implement a Dewatering Discharge Monitoring Program.	G, C	CD CDFW or CVRWQB
Water Supply			
70-42	3A.18-1: Submit Proof of Surface Water Supply Availability.	M, B	CD, PW
70-43	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.	M, B	CD, PW

Attachment 1

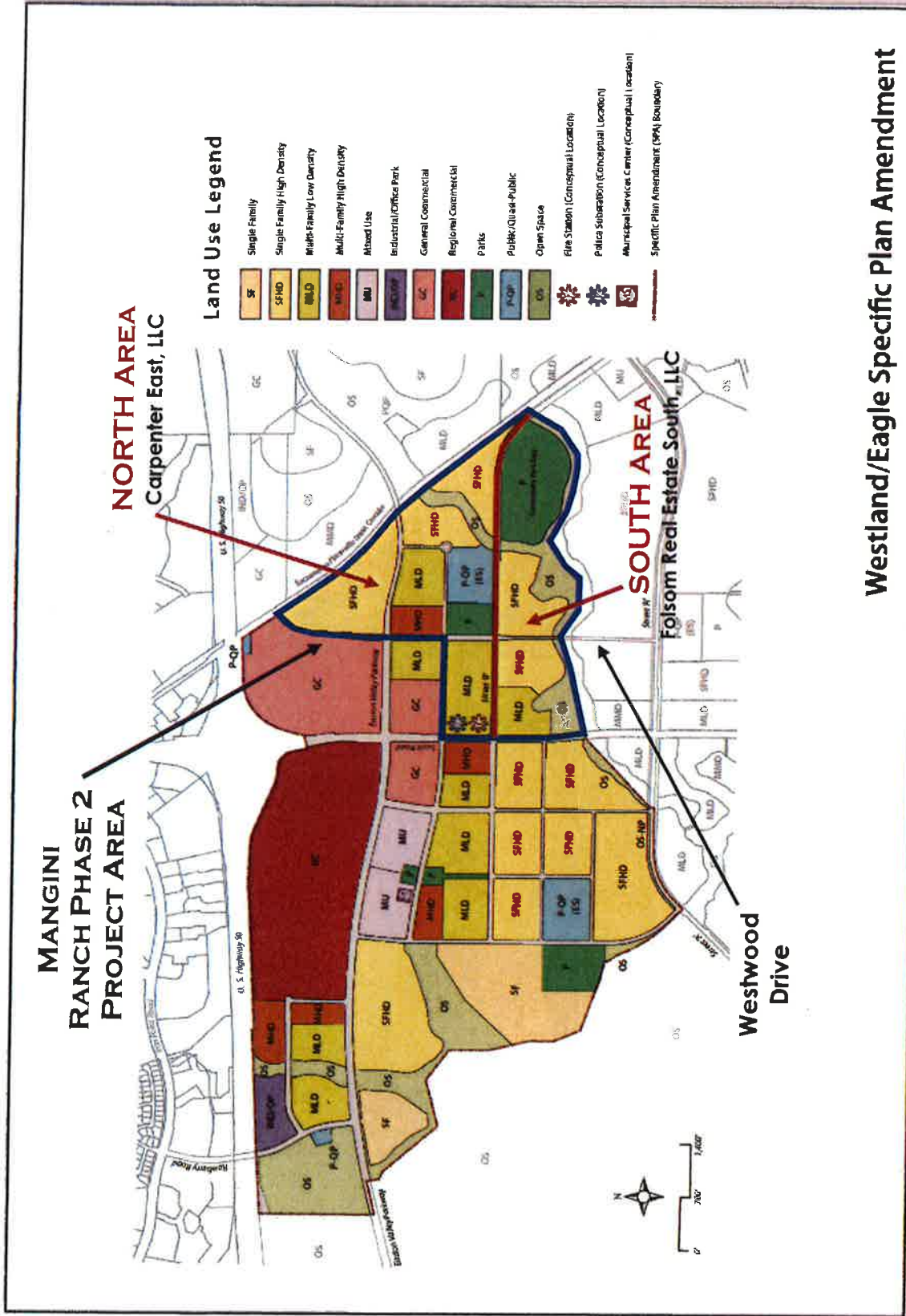
Vicinity Map

MANGINI RANCH PHASE 2 – PROJECT NARRATIVE

PROJECT SITE

The proposed **MANGINI RANCH PHASE 2** project's approved land uses include Single-Family High Density (SFHD), Multi-Family Low Density (MFLD), Multi-Family High Density (MFHD), Elementary School (P/QP), Park (P) and Open Space (OS).

The proposed **MANGINI RANCH PHASE 2** project is comprised of north and south areas (separated by Savannah Parkway that are held by separate ownership entities, as shown herein.



Westland/Eagle Specific Plan Amendment

Attachment 2

**Illustrative Master Plan Exhibit,
Dated September December 15, 2017**

Lot #	Designation	Area (sq. ft.)	Area (ac.)	Area (sq. ft.)	Area (ac.)	Area (sq. ft.)	Area (ac.)
1	SP-1	10,000	0.23	10,000	0.23	10,000	0.23
2	SP-2	10,000	0.23	10,000	0.23	10,000	0.23
3	SP-3	10,000	0.23	10,000	0.23	10,000	0.23
4	SP-4	10,000	0.23	10,000	0.23	10,000	0.23
5	SP-5	10,000	0.23	10,000	0.23	10,000	0.23
6	SP-6	10,000	0.23	10,000	0.23	10,000	0.23
7	SP-7	10,000	0.23	10,000	0.23	10,000	0.23
8	SP-8	10,000	0.23	10,000	0.23	10,000	0.23
9	SP-9	10,000	0.23	10,000	0.23	10,000	0.23
10	SP-10	10,000	0.23	10,000	0.23	10,000	0.23
11	SP-11	10,000	0.23	10,000	0.23	10,000	0.23
12	SP-12	10,000	0.23	10,000	0.23	10,000	0.23
13	SP-13	10,000	0.23	10,000	0.23	10,000	0.23
14	SP-14	10,000	0.23	10,000	0.23	10,000	0.23
15	SP-15	10,000	0.23	10,000	0.23	10,000	0.23
16	SP-16	10,000	0.23	10,000	0.23	10,000	0.23
17	SP-17	10,000	0.23	10,000	0.23	10,000	0.23
18	SP-18	10,000	0.23	10,000	0.23	10,000	0.23
19	SP-19	10,000	0.23	10,000	0.23	10,000	0.23
20	SP-20	10,000	0.23	10,000	0.23	10,000	0.23
21	SP-21	10,000	0.23	10,000	0.23	10,000	0.23
22	SP-22	10,000	0.23	10,000	0.23	10,000	0.23
23	SP-23	10,000	0.23	10,000	0.23	10,000	0.23
24	SP-24	10,000	0.23	10,000	0.23	10,000	0.23
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27	SP-27	10,000	0.23	10,000	0.23	10,000	0.23
28	SP-28	10,000	0.23	10,000	0.23	10,000	0.23
29	SP-29	10,000	0.23	10,000	0.23	10,000	0.23
30	SP-30	10,000	0.23	10,000	0.23	10,000	0.23
31	SP-31	10,000	0.23	10,000	0.23	10,000	0.23
32	SP-32	10,000	0.23	10,000	0.23	10,000	0.23
33	SP-33	10,000	0.23	10,000	0.23	10,000	0.23
34	SP-34	10,000	0.23	10,000	0.23	10,000	0.23
35	SP-35	10,000	0.23	10,000	0.23	10,000	0.23
36	SP-36	10,000	0.23	10,000	0.23	10,000	0.23
37	SP-37	10,000	0.23	10,000	0.23	10,000	0.23
38	SP-38	10,000	0.23	10,000	0.23	10,000	0.23
39	SP-39	10,000	0.23	10,000	0.23	10,000	0.23
40	SP-40	10,000	0.23	10,000	0.23	10,000	0.23
41	SP-41	10,000	0.23	10,000	0.23	10,000	0.23
42	SP-42	10,000	0.23	10,000	0.23	10,000	0.23
43	SP-43	10,000	0.23	10,000	0.23	10,000	0.23
44	SP-44	10,000	0.23	10,000	0.23	10,000	0.23
45	SP-45	10,000	0.23	10,000	0.23	10,000	0.23
46	SP-46	10,000	0.23	10,000	0.23	10,000	0.23
47	SP-47	10,000	0.23	10,000	0.23	10,000	0.23
48	SP-48	10,000	0.23	10,000	0.23	10,000	0.23
49	SP-49	10,000	0.23	10,000	0.23	10,000	0.23
50	SP-50	10,000	0.23	10,000	0.23	10,000	0.23

..... Class I Bike Trail



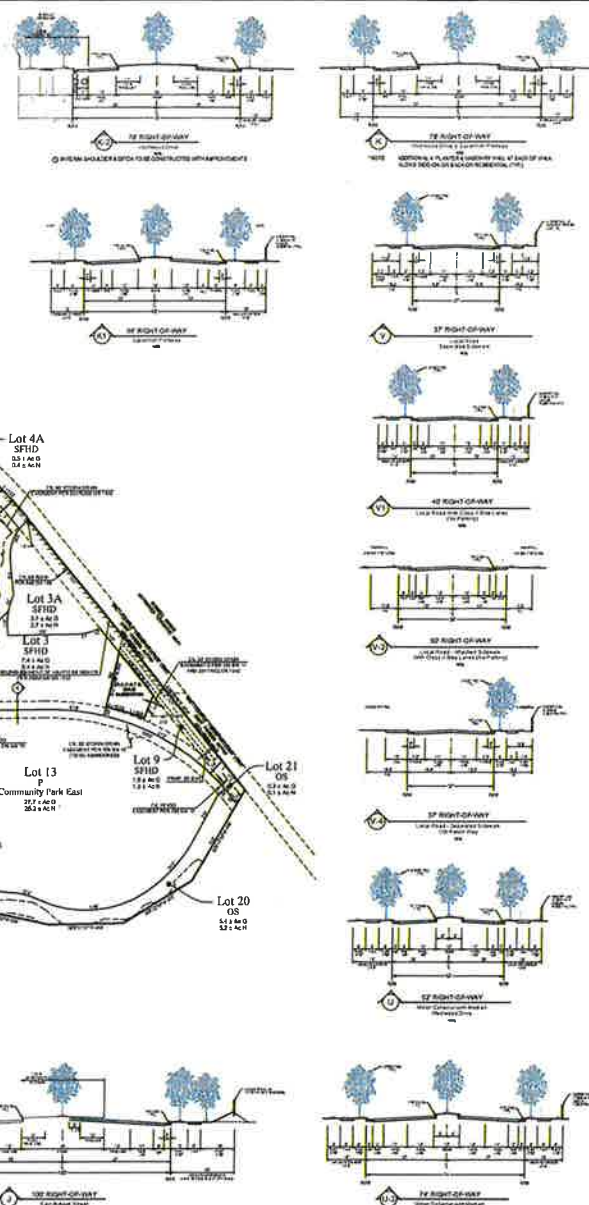
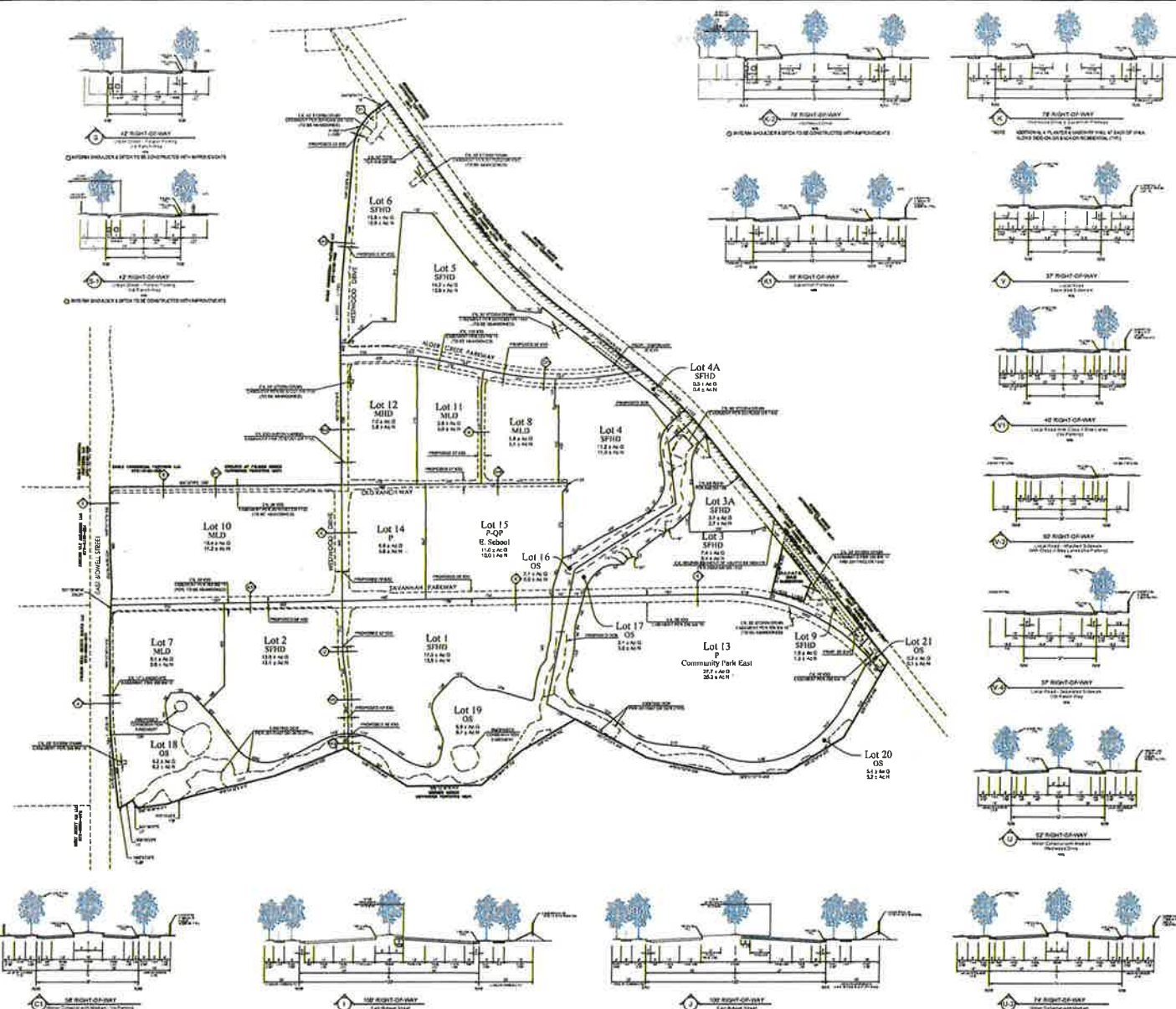
ILLUSTRATIVE MASTER PLAN EXHIBIT
Mangini Ranch
 PHASE II

Westland Capital Partners, L.P. → MacKay & Soms Civil Engineers, Inc.
 Folsom, California → December 15, 2017



Attachment 3

**Large-Lot Vesting Tentative Subdivision Map
Dated December 15, 2017**



NOTES

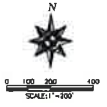
1. All easements and encroachments are shown and are to be removed.
2. All lot lines and areas may be adjusted at the time of the final map and shall be subject to the approval of the City of Fremont. Any change in lot lines or areas shall be shown on the final map and shall be subject to the approval of the City of Fremont.
3. The final map shall show the location of all easements and encroachments. Any change in lot lines or areas shall be shown on the final map and shall be subject to the approval of the City of Fremont.
4. The final map shall show the location of all easements and encroachments. Any change in lot lines or areas shall be shown on the final map and shall be subject to the approval of the City of Fremont.
5. The final map shall show the location of all easements and encroachments. Any change in lot lines or areas shall be shown on the final map and shall be subject to the approval of the City of Fremont.

TENTATIVE MAP INFORMATION

APPLICANTS / OWNERS: MACKAY & SOMPS, INC.
ENGINEER: MACKAY & SOMPS, INC.
REGISTERED PROFESSIONAL ENGINEER: MACKAY & SOMPS, INC.
REGISTERED PROFESSIONAL LAND SURVEYOR: MACKAY & SOMPS, INC.
REGISTERED PROFESSIONAL CIVIL ENGINEER: MACKAY & SOMPS, INC.

Land Use Summary

Parcel #	Area (Ac)	Land Use	Area (Ac)	Area (Ac)
1	0.15	Single-Family Residential	1.0	0.15
2	0.15	Single-Family Residential	1.0	0.15
3	0.15	Single-Family Residential	1.0	0.15
4	0.15	Single-Family Residential	1.0	0.15
5	0.15	Single-Family Residential	1.0	0.15
6	0.15	Single-Family Residential	1.0	0.15
7	0.15	Single-Family Residential	1.0	0.15
8	0.15	Single-Family Residential	1.0	0.15
9	0.15	Single-Family Residential	1.0	0.15
10	0.15	Single-Family Residential	1.0	0.15
11	0.15	Single-Family Residential	1.0	0.15
12	0.15	Single-Family Residential	1.0	0.15
13	0.15	Single-Family Residential	1.0	0.15
14	0.15	Single-Family Residential	1.0	0.15
15	0.15	Single-Family Residential	1.0	0.15
16	0.15	Single-Family Residential	1.0	0.15
17	0.15	Single-Family Residential	1.0	0.15
18	0.15	Single-Family Residential	1.0	0.15
19	0.15	Single-Family Residential	1.0	0.15
20	0.15	Single-Family Residential	1.0	0.15
21	0.15	Single-Family Residential	1.0	0.15
Subtotal	1.80		18.00	1.80



LARGE LOT VESTING TENTATIVE SUBDIVISION MAP

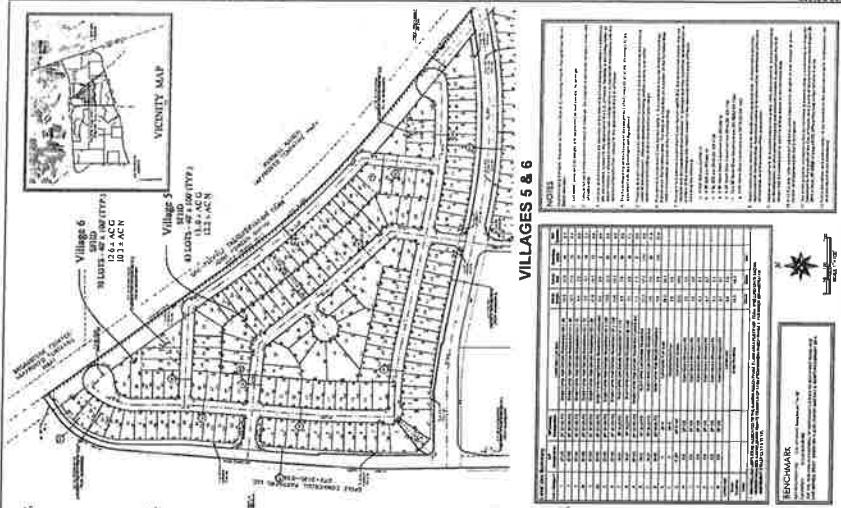
Mangini Ranch Phase 2

Fremont, California

MACKAY & SOMPS
 DESIGNERS PLANNERS SURVEYORS
 August 28, 2017
 Revised: December 15, 2017

Attachment 4

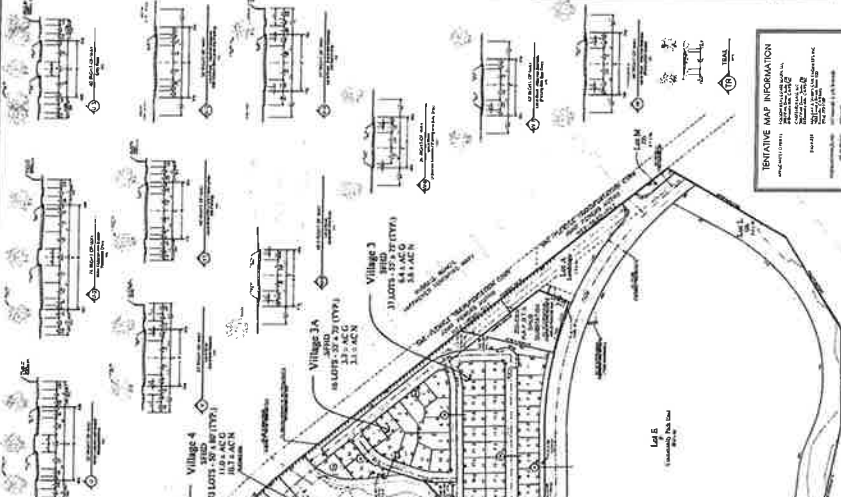
**Small-Lot Vesting Tentative Subdivision Map
Dated December 15, 2017**



NOTES

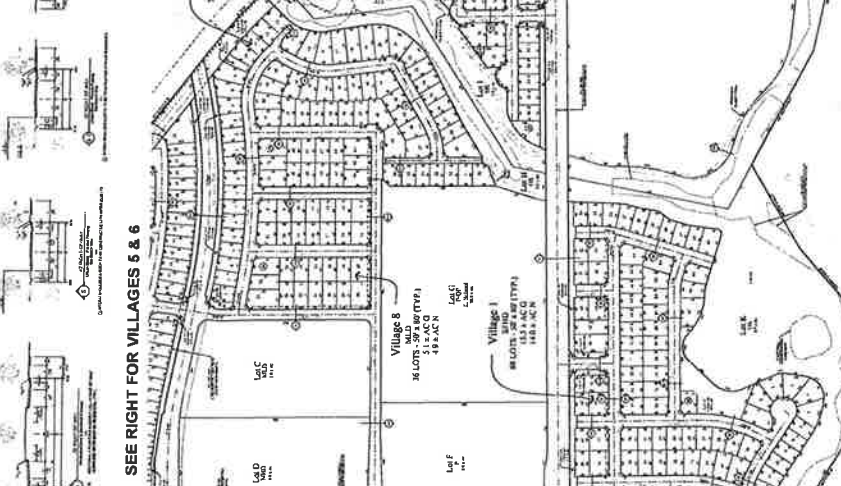
1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.
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4. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.
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10. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.

SMALL LOT VESTING TENTATIVE SUBDIVISION MAP
Mangini Ranch Phase 2
 Prepared: 08/20/2017
 Project: Mangini Ranch Phase 2
 City: Palmdale, California
 County: Santa Clarita



BRIEF MAP INFORMATION

PROJECT: MANGINI RANCH PHASE 2
 MAP NO.: 17-001-017
 DATE: 08/20/2017
 SCALE: AS SHOWN
 PREPARED BY: [Firm Name]



NOTES

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.
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10. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.

SMALL LOT VESTING TENTATIVE SUBDIVISION MAP
Mangini Ranch Phase 2
 Prepared: 08/20/2017
 Project: Mangini Ranch Phase 2
 City: Palmdale, California
 County: Santa Clarita



BRIEF MAP INFORMATION

PROJECT: MANGINI RANCH PHASE 2
 MAP NO.: 17-001-017
 DATE: 08/20/2017
 SCALE: AS SHOWN
 PREPARED BY: [Firm Name]

SMALL LOT VESTING TENTATIVE SUBDIVISION MAP
Mangini Ranch Phase 2
 Prepared: 08/20/2017
 Project: Mangini Ranch Phase 2
 City: Palmdale, California
 County: Santa Clarita



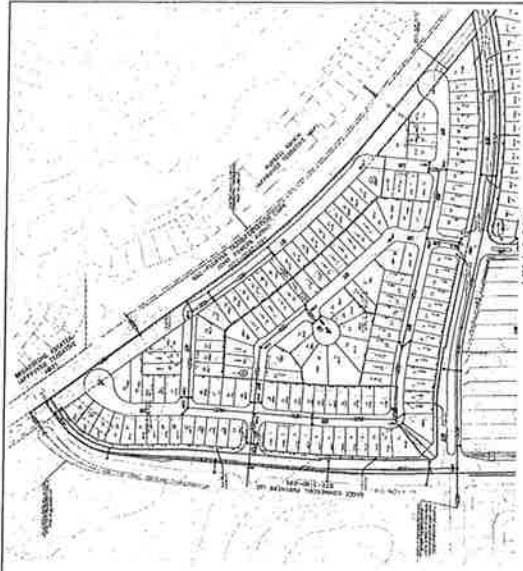
NOTES

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.
3. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.
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10. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.

SMALL LOT VESTING TENTATIVE SUBDIVISION MAP
Mangini Ranch Phase 2
 Prepared: 08/20/2017
 Project: Mangini Ranch Phase 2
 City: Palmdale, California
 County: Santa Clarita

Attachment 5

**Preliminary Grading and Drainage Plan
Dated December 15, 2017**



LEGEND

PROPOSED	EXISTING
ROADWAY	ROADWAY
PROPOSED	EXISTING
LOT	LOT
UTILITY	UTILITY
...	...

SEE RIGHT FOR VILLAGES 5 & 6



PRELIMINARY GRADING PLAN
Mangini Ranch Phase 2

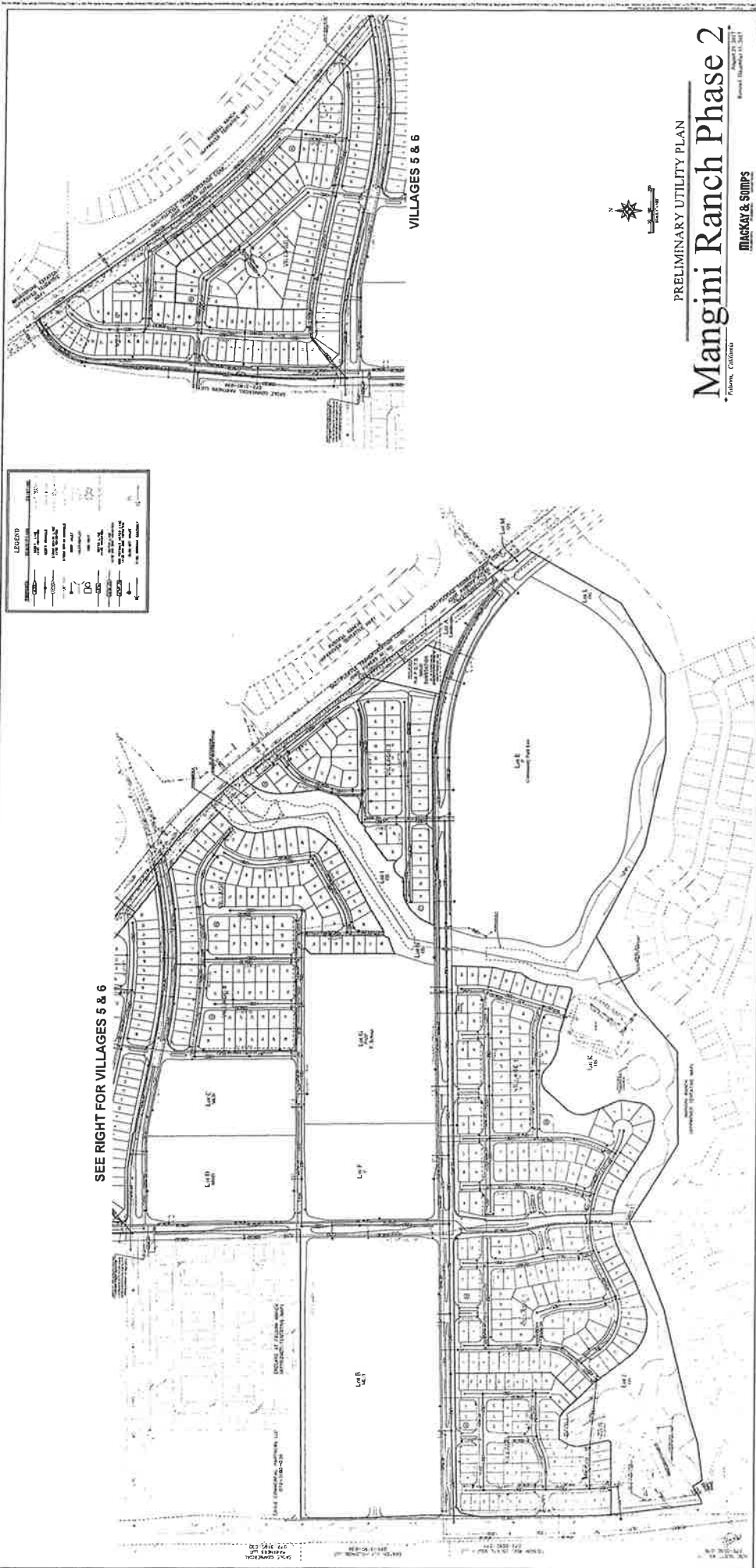
MACKEY & SORPE
 ENGINEERS

Revised December 18, 2011

Sheet 1 of 4

Attachment 6

Preliminary Utility Plan, dated December 15, 2017



LEGEND

—	12" WATER MAIN
—	18" WATER MAIN
—	30" WATER MAIN
—	36" WATER MAIN
—	48" WATER MAIN
—	60" WATER MAIN
—	72" WATER MAIN
—	36" SEWER MAIN
—	48" SEWER MAIN
—	60" SEWER MAIN
—	72" SEWER MAIN
—	36" GAS MAIN
—	48" GAS MAIN
—	60" GAS MAIN
—	72" GAS MAIN
—	36" FIBER OPTIC
—	48" FIBER OPTIC
—	60" FIBER OPTIC
—	72" FIBER OPTIC
—	12" WATER SERVICE
—	18" WATER SERVICE
—	30" WATER SERVICE
—	36" SEWER SERVICE
—	48" SEWER SERVICE
—	60" SEWER SERVICE
—	72" SEWER SERVICE
—	36" GAS SERVICE
—	48" GAS SERVICE
—	60" GAS SERVICE
—	72" GAS SERVICE
—	36" FIBER OPTIC SERVICE
—	48" FIBER OPTIC SERVICE
—	60" FIBER OPTIC SERVICE
—	72" FIBER OPTIC SERVICE
—	12" WATER MAIN (EXISTING)
—	18" WATER MAIN (EXISTING)
—	30" WATER MAIN (EXISTING)
—	36" WATER MAIN (EXISTING)
—	48" WATER MAIN (EXISTING)
—	60" WATER MAIN (EXISTING)
—	72" WATER MAIN (EXISTING)
—	36" SEWER MAIN (EXISTING)
—	48" SEWER MAIN (EXISTING)
—	60" SEWER MAIN (EXISTING)
—	72" SEWER MAIN (EXISTING)
—	36" GAS MAIN (EXISTING)
—	48" GAS MAIN (EXISTING)
—	60" GAS MAIN (EXISTING)
—	72" GAS MAIN (EXISTING)
—	36" FIBER OPTIC (EXISTING)
—	48" FIBER OPTIC (EXISTING)
—	60" FIBER OPTIC (EXISTING)
—	72" FIBER OPTIC (EXISTING)
—	12" WATER SERVICE (EXISTING)
—	18" WATER SERVICE (EXISTING)
—	30" WATER SERVICE (EXISTING)
—	36" SEWER SERVICE (EXISTING)
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—	36" GAS SERVICE (EXISTING)
—	48" GAS SERVICE (EXISTING)
—	60" GAS SERVICE (EXISTING)
—	72" GAS SERVICE (EXISTING)
—	36" FIBER OPTIC SERVICE (EXISTING)
—	48" FIBER OPTIC SERVICE (EXISTING)
—	60" FIBER OPTIC SERVICE (EXISTING)
—	72" FIBER OPTIC SERVICE (EXISTING)

PRELIMINARY UTILITY PLAN
Mangini Ranch Phase 2
 PLANNING, CALIFORNIA
 MACKAY & SOMPS
 August 25, 2011
 Revised (Revised) 11, 2011
 Sheet 4 of 4

SEE RIGHT FOR VILLAGES 5 & 6

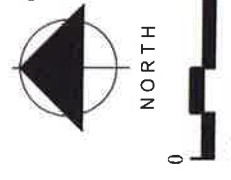
VILLAGES 5 & 6

Attachment 7

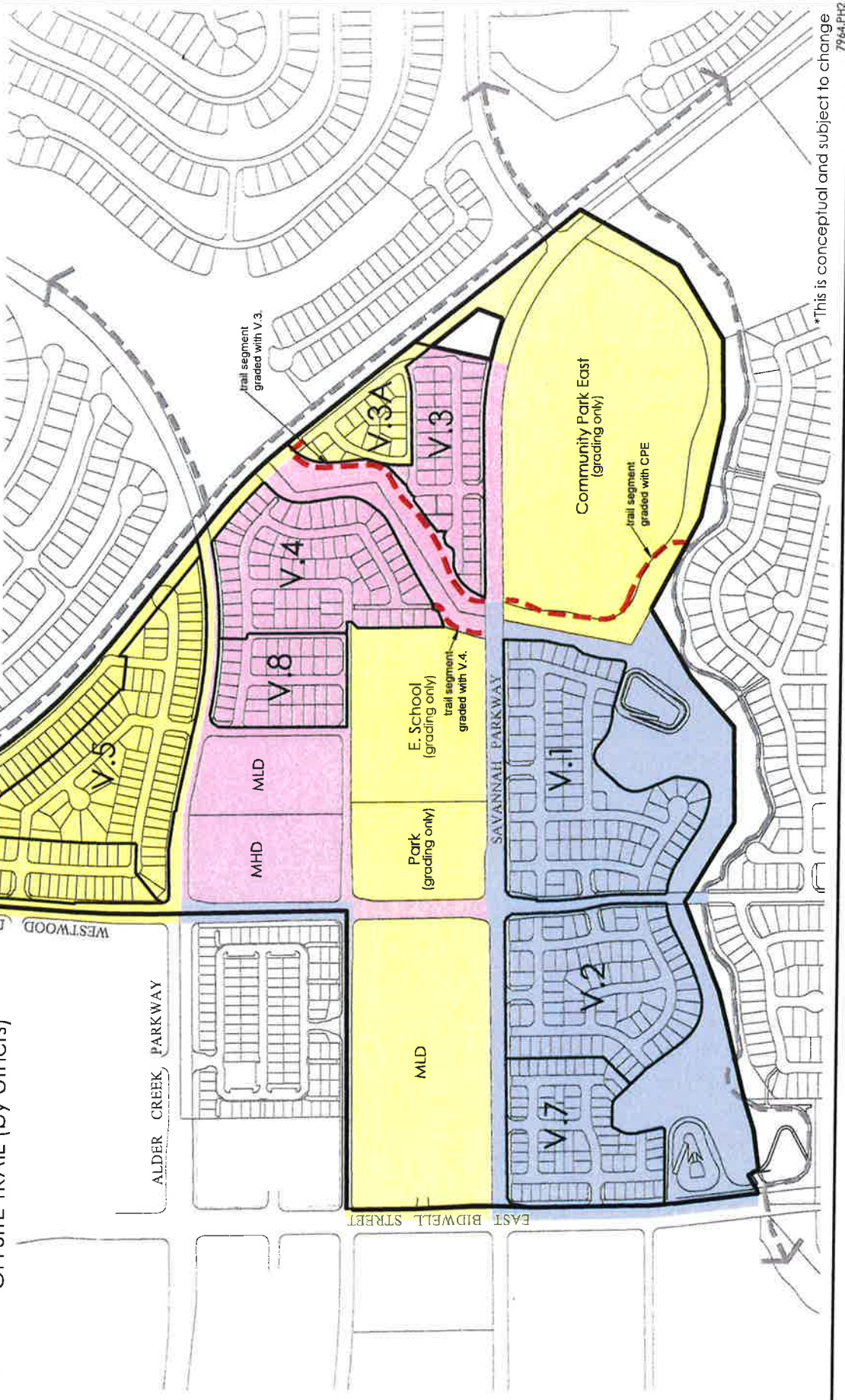
Conceptual Phasing Plan, dated December 15, 2017

CONCEPTUAL DEVELOPMENT PHASING MANGINI RANCH PHASE 2

December 15, 2017



- LEGEND**
- PHASE 1 - 230 du
 - PHASE 2 - 365 du
 - PHASE 3 - 306 du
 - ONSITE TRAIL GRADING
 - OFFSITE TRAIL (by others)



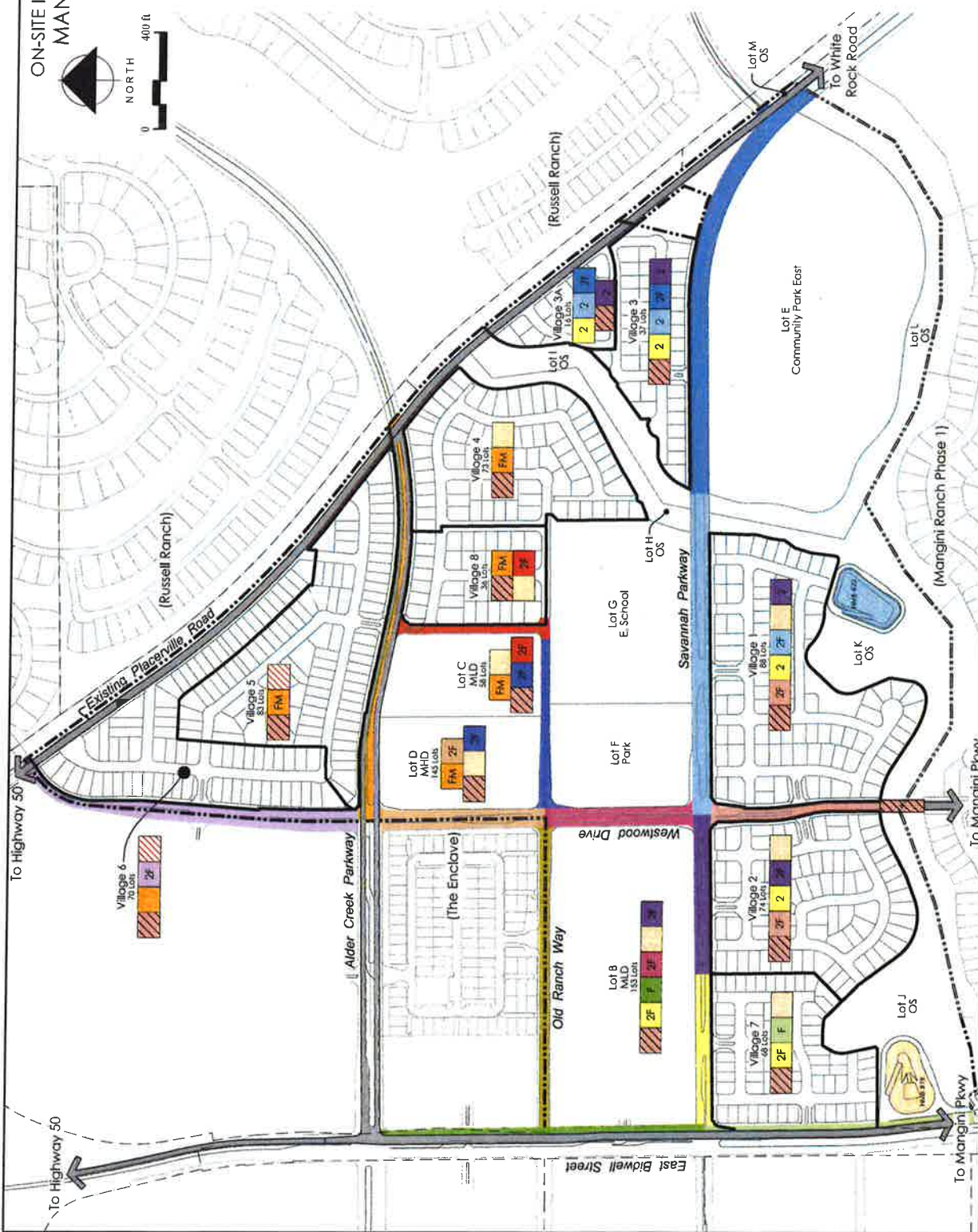
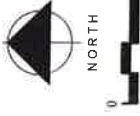
*This is conceptual and subject to change

7964-PR2

Attachment 8

**On-Site Infrastructure Phasing Exhibit
Dated December 15, 2017**

ON-SITE INFRASTRUCTURE BY VILLAGE
MANGINI RANCH PHASE 2
December 15, 2017



PHASING LEGEND

- #F # Of lanes, including frontage
- # # Of lanes, without frontage
- F Frontage only
- FM Frontage and median
- Existing Roads
- Interim detention basin Location (not shown) to be determined
- Bridge connection to Phase 1

NOTE:
Parks and school responsible for frontage improvements as applicable.

*This is conceptual and subject to change

Attachment 9

**On-Site Infrastructure Phasing Narrative
Dated December 14, 2017**

Mangini Ranch Phase 2 - Onsite Development Phasing Narrative

The owner/applicant shall construct the following improvements as shown on the Small-Lot Vesting Tentative Subdivision Map with each applicable phase. Roadways shall be to the ultimate horizontal and vertical alignment unless otherwise noted.

Development Phase 1 (Villages 1, 2, 7)

○ Roads

- **Alder Creek Parkway** (East Bidwell Street to Placerville Road)
 - One lane of travel in each direction (These roadway improvements are existing improvements being constructed with FPA Phase 1 Backbone Improvements)
 - Intersection and median pocket improvements are described in following three phases

- **East Bidwell Street** (Alder Creek Parkway to the interface of Mangini Ranch Phase 1 Subdivision Project)
 - One lane of travel in each direction (These roadway improvements are existing-improvements constructed with FPA Phase 1 Backbone Improvements)
 - Intersection of Savannah Parkway and East Bidwell Street including turn lanes (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to First Building Permit)
 - Control: Stop-Sign control at the westbound approach to East Bidwell Street from Savannah Parkway with full access.
 - Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 200-foot long transition, 60-foot-long taper, and 100 feet of vehicle storage.
 - Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane.
 - Westbound Approach to East Bidwell Street from Savannah Parkway: One shared left/right-turn lane, and a striped out left-turn pocket with a 125-foot-long taper and 60 feet of vehicle storage.
 - Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern “half segment” of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual of Uniform Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405-2A, or similar standard. Savannah Parkway shall have a raised median curb.

- Intersection of Old Ranch Way and East Bidwell Street including turn lanes
 - Control: All-Way Stop-Sign control at the intersection of East Bidwell Street and Old Ranch Way with full access.
 - Southbound Approach to Old Ranch Way from East Bidwell Street: One thru-lane and one left-turn lane.
 - Northbound Approach to Old Ranch Way from East Bidwell Street: One shared thru/right-turn lane.
 - Westbound Approach to East Bidwell Street from Old Ranch Way: One shared left/right-turn lane.
- Village 7 Entrance/Exit on East Bidwell Street
 - Control: Stop-Sign control at the Village 7 exit to East Bidwell Street.
 - Access to Village 7 from East Bidwell Street limited to right-turns in and right-turns out only. Measures to enforce the right-turn in and right-turn out restriction at this location shall be implemented to the satisfaction of the Community Development Department.
- Frontage Improvements on East Bidwell Street
 - Frontage Improvements including curb, gutter, sidewalk, and landscaping along the east side of East Bidwell Street from Savannah Parkway to the southern project boundary with the Mangini Ranch Phase 1 Subdivision project.
- **Savannah Parkway** (East Bidwell Street East Bidwell Street to the eastern edge of Open Space Lots I and L)
 - One lane of travel in each direction and a landscaped median of varying widths.
 - Intersection of Savannah Parkway and Westwood Drive including turn lanes
 - Westbound approach to Westwood Drive from Savannah Parkway: One through lane, one right-turn lane, and one left-turn lane. The right-turn pocket will have a 125-foot-long taper and 210 feet of vehicle storage. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage.
 - Eastbound approach to Westwood Drive from Savannah Parkway: One shared through/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage.
 - Northbound approach to Savannah Parkway from Westwood Drive: One shared through lane/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement.
 - Village 1 Entrance/Exit and Turn Pockets
 - Control: Stop-Sign control at the Village 1 exit to Savannah Parkway.
 - Westbound left-turn pocket into Village 1 entrance from Savannah Parkway with a 125-foot-long taper and 60 feet of vehicle storage.

- Eastbound left-turn pocket at Savannah Parkway/Village 1 intersection with 125-foot-long taper and 60 feet of vehicle storage.
- Frontage Improvements on Savannah Parkway
 - Frontage Improvements along the southern side of Savannah Parkway including curb, gutter, sidewalk, medians, and landscaping along with the remainder of paving required to complete the roadway sections K and K1 to the eastern edge of Open Space Lots I and J as shown on the Small-Lot Vesting Tentative Subdivision Map.
- **Westwood Drive** (Savannah Parkway to the interface of Mangini Ranch Phase 1, including the Alder Creek Tributary creek crossing)
 - One lane of travel in each direction
 - Frontage improvements on Westwood Drive including curb, gutter, sidewalk, landscaping, medians along with remainder of paving required to complete the roadway Sections U, V1 and V-2 as shown on the Small-Lot Vesting Tentative Subdivision Map
- **Westwood Drive** (Alder Creek Parkway to Old Ranch Way)
 - One lane of travel in each direction (The Enclave at Folsom Ranch Subdivision project (PN 16-025) is currently conditioned to complete these improvements)
 - Intersection of Alder Creek Parkway and Westwood Drive including turn lanes
 - Control: All-Way Stop-Sign control at the intersection of Westwood Drive and Alder Creek Parkway with full access.
 - Westbound Approach to Westwood Drive from Alder Creek Parkway: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage.
 - Northbound Approach to Alder Creek Parkway from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 210 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement.
 - Eastbound Approach to Westwood Drive from Alder Creek Parkway: One through lane, one right-turn lane and one left-turn lane.
 - Intersection of Old Ranch Way and Westwood Drive including turn lanes
 - Eastbound Approach to Westwood Drive from Old Ranch Way: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage.
 - Southbound Approach to Old Ranch Way from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage.
 - Frontage Improvements on Westwood Drive
 - Frontage Improvements including curb, gutter, sidewalk, median, and landscaping along with the remainder of paving required to complete

the roadway section K2 as shown on the Small-Lot Vesting Tentative Subdivision Map.

- **Old Ranch Way** (East Bidwell Street to Westwood Drive)
 - One lane of travel in each direction (The Enclave at Folsom Ranch Subdivision project (PN 16-025) is currently conditioned to complete these improvements)
 - Frontage improvements along the southern side including curb, gutter and sidewalk and landscaping along with remainder of paving required to complete the roadway Section S and S1 as shown on the Small-Lot Vesting Tentative Subdivision Map.
- **Utility Infrastructure**
 - The 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.
 - Hydromodification Basins No. 19 and No. 23 shall be constructed with Phase 1, unless already constructed by Others.
- **Trails in Open Space**
 - No trails within Phase 1
- **Park Grading**
 - Community Park East will serve as a spoils site during Phase 1 grading. Grading of the park will be completed in subsequent phases.

Development Phase 2 (Villages 3, 4, 8, and Lots C and D)

○ Roads

- **Savannah Parkway** (Eastern edge of Open Space Lots I and L to SMUD Substation)
 - One lane of travel in each direction and median
 - Village 3 Entrance/Exit on Savannah Parkway
 - Control: Stop-Sign control at the Village 3 exit to Savannah Parkway.
 - Eastbound left-turn lane from Savannah Parkway into Village 3 entrance with 125-foot-long taper and 60 feet of vehicle storage.
 - Frontage improvements along the northern side of Savannah Parkway including curb, gutter and sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map.
 - Park Frontage improvements are the responsibility of the City.

- **Westwood Drive** (Savannah Parkway to Old Ranch Way)
 - One lane of travel in each direction
 - Intersection of Old Ranch Way and Westwood Drive including turn lanes
 - Northbound Approach to Old Ranch Way from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement.
 - Westbound Approach to Westwood Drive from Old Ranch Way: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage.
 - Intersection of Savannah Parkway and Westwood Drive including turn lanes
 - Southbound Approach to Savannah Parkway from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 90 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement.
 - Frontage Improvements on Westwood Drive
 - Frontage improvements along the western side of Westwood Drive including curb, gutter and sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map.

- **Old Ranch Way** (Westwood Drive to Village 4)
 - One lane of travel in each direction
 - Frontage improvements including curb, gutter, sidewalk, median and landscaping along with remainder of paving required to complete the roadway Section V-4 as shown on the Small-Lot Vesting Tentative Subdivision Map
 - Park & School frontage including curb, gutter, and 10-foot-wide sidewalk with remainder of paving required to complete the roadway Section V-4 as

shown on the Small-Lot Vesting Tentative Subdivision Map. Park frontage improvements are the responsibility of the City.

- **Alder Creek Parkway (Westwood Drive to Placerville Road)**
 - One lane of travel in each direction and median (Existing travel lanes on Alder Creek Parkway constructed with FPA Phase 1 Backbone Improvements)
 - Village 8 Entrance/Exit on Savannah Parkway
 - Westbound left-turn lane from Alder Creek Parkway into Village 8 entrance with 125-foot-long taper and 60 feet of vehicle storage.
 - Intersection of East Bidwell Street and Alder Creek Parkway (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to 236th Building Permit)
 - Control: Signalize with a protected southbound East Bidwell Street left-turn, westbound Alder Creek Parkway split phasing, and westbound Alder Creek Parkway right-turn overlap. U-Turns prohibited.
 - Southbound Approach to Alder Creek Parkway from East Bidwell Street: One thru-lane, and two left-turn lanes, with a 300-foot-long single lane left-turn pocket excluding tapers for the most easterly of the left turning lanes.
 - Northbound Approach to Alder Creek Parkway from East Bidwell Street: One thru lane and one shared thru/right-turn lane with a striped 500-foot long right-turn pocket excluding tapers for the shared thru/right-turn lane.
 - Westbound Approach to East Bidwell Street from Alder Creek Parkway: One right-turn lane and one left-turn lane, with a 200-foot left-turn pocket excluding tapers for the left-turn lane.
 - Eastbound Alder Creek Parkway Departure: Two receiving lanes shall be provided, the second receiving lane shall be dropped after 300 feet excluding tapers.
 - East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the U.S. Highway 50 Interchange, with a 38-foot-wide median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound U.S. Highway 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Old Ranch Way, with a 38-foot-wide raised median at Alder Creek Parkway that tapers back to match the two-lane half segment. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38-foot-wide raised median.

- Frontage Improvements on Alder Creek Parkway
 - Frontage improvements along the southern side of Alder Creek Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section C1 as shown on the Small-Lot Vesting Tentative Subdivision Map.

- **Intersection of East Bidwell Street and White Rock Road**
 - Prior to issuance of the 281st building permit, the owner/applicant shall be responsible for either Option A or Option B below as follows:
 - Option A:
The Capital Southeast Connector Joint Powers Authority (JPA) project proposes to relocate and signalize the East Bidwell Street/White Rock Road intersection: If the proposed JPA project at this location is fully funded and construction is underway by the time the 281st building permit is issued, the project shall pay the Sacramento County Transportation Development Fees, toward the JPA project.
 - Option B:
Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuances of the 281st building permit, the owner/applicant shall be responsible to signalize the existing intersection with improvements described in Condition No. 127 of the Mangini Ranch Phase 1 conditions of approval. Mangini Ranch Phase 1 improvements at this location consist of “Southbound on East Bidwell Street construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300-foot receiving lane excluding appropriate tapers along northbound East Bidwell Street.
 - The JPA currently has more than seven million dollars programed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2019. The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020. Option A above is the preferred improvement, Option B would be a throwaway improvement.

- **Utility Infrastructure**
 - The 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

- **Trails in Open Space**
 - The proposed trail within Lot I open space will be graded with Village 3
 - The proposed trail within Lot H open space adjacent to the school will be graded with Village 4

- **Park Grading**
 - Community Park East will serve as a spoils site during Phase 2 grading. Grading of the park will be completed in subsequent phases.

Development Phase 3 (Villages 5 and 6, and Lots B, F, and G)

○ Roads

- **East Bidwell Street (Savannah Parkway to the Alder Creek Parkway)**
 - Intersection of Savannah Parkway and East Bidwell Street including turn lanes (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to 496th Building Permit)
 - Control: Signal control with split phasing.
 - Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 100-foot-long left-turn pocket excluding tapers for the left-turn lane.
 - Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane.
 - Westbound Approach to East Bidwell Street from Savannah Parkway: One right-turn lane, and one left-turn lane with a 60-foot left-turn pocket excluding tapers for the left-turn lane.
 - Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern “half-segment” of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual on Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405.2A, or similar standard. Savannah Parkway shall have a 4-foot-wide raised median.
 - Frontage improvements including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section I as shown on the Small-Lot Vesting Tentative Subdivision Map.
- **Savannah Parkway (SMUD Substation to Grand Prairie Road)**
 - One lane of travel in each direction and a landscaped median of varying widths.
 - Intersection of Savannah Parkway and Grand Prairie Road including turn lanes
 - Northbound approach to Grand Prairie Road from Savannah Parkway: One shared through/right-turn/left-turn lane.
 - Southbound approach to Grand Prairie Road from Savannah Parkway: One shared through/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage.
 - Westbound approach to Savannah Parkway from Grand Prairie Road: One shared right-turn lane and one left-turn lane.
 - Frontage improvements along the northern side of Savannah Parkway including curb, gutter, sidewalk, median, and landscaping along with

remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map.

- Park frontage improvements are the responsibility of the City.

- **Westwood Drive (Alder Creek Parkway to Placerville Road)**
 - One lane of travel in each direction with median
 - Intersection of Alder Creek Parkway and Westwood Drive including turn lanes
 - Southbound Approach to Alder Creek Parkway from Placerville Road: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage.
 - Intersection of Alder Creek Parkway and Placerville Road including turn lanes
 - Southbound Approach to Placerville Road from Alder Creek Parkway: One right-turn lane.
 - Eastbound Approach to Placerville Road from Alder Creek Parkway: One shared through/left-turn lane.
 - Village 6 Entrance/Exit on Westwood Drive
 - Control: Stop-Sign control at the Village 6 exit to Westwood Drive.
 - Northbound Approach to Village 6 entrance from Westwood Drive: One shared through/right-turn lane.
 - Southbound Approach to Village 6 entrance from Westwood Drive: One shared through/left-turn lane
 - Frontage improvements including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Sections U, U-2, and V1 as shown on the Small-Lot Vesting Tentative Subdivision Map.

- **Alder Creek Parkway (Westwood Drive to Placerville Road)**
 - Village 5 Entrance/Exit on Alder Creek Parkway
 - Control: Stop-Sign control at the Village 5 exit to Alder Creek Parkway.
 - Eastbound Approach to Village 5 entrance from Alder Creek Parkway: Left-turn lane with 125-foot-long taper and 60 feet of vehicle storage.
 - Frontage improvements along the northern side of Alder Creek Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section C1 as shown on the Small-Lot Vesting Tentative Subdivision Map.

- **Intersection of Placerville Road and White Rock Road**
 - Prior to the 496th building permit, the owner/applicant shall be responsible for prohibiting southbound left-turns from Placerville Road to eastbound White Rock Road by construction of a raised median on Placerville Road to channelize all southbound traffic onto westbound White Rock Road.

- **Utility Infrastructure**
 - The 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

- **Trails in Open Space**
 - The proposed trail within Community Park East, including the connection with Mangini Ranch Phase 1, will be graded with Phase 3

- **Park Grading**
 - Community Park East grading will be completed.

Attachment 10

**Preliminary Phased Off-Site Utility Plan
Dated September, 2017**

- LEGEND**
- PROPOSED WATER PIPE LINE
 - EXISTING WATER PIPE LINE
 - PROPOSED STORM DRAIN PIPE LINE
 - INTERIM STORM DRAIN FACILITIES
 - EXISTING STORM DRAIN FACILITIES
 - EXISTING SANITARY SEWER PIPE LINE



PRELIMINARY PHASED OFFSITE UTILITY PLAN

Mangini Ranch Phase 2

City of Folsom
Scale 1"=800'

California
September 2017
7964-9112



**CONSTRUCT ZONE 4
POTABLE WATER SYSTEM
HYDROPNEUMATIC TANK
& ZONE 3 TO ZONE 4
BOOSTER PUMP STATION
IF RUSSELL RANCH HAS
NOT CONSTRUCTED
THEIR PHASE 1 WATER
INFRASTRUCTURE PRIOR
TO RUSSELL RANCH
5 TANK REACHING 100%
OF MAX. DRY DEMAND.**

**PRIOR TO DEVELOPMENT OF VILLAGE 6
AN Adequate STORM DRAIN
INFRASTRUCTURE WEST OF WESTWOOD
DRIVE MUST BE CONSTRUCTED TO THE
SATISFACTION OF THE CITY ENGINEER**

U.S. HIGHWAY 50

CITY OF FOLSOM

KOWBERG DRIVE

ALDER CREEK PARKWAY

ALDER CREEK

WESTWOOD DRIVE

STREET '1'

SAVANNAH PARKWAY

MANGINI PARKWAY

PARKWAY

VILLAGE 6

VILLAGE 5

VILLAGE 4

VILLAGE 3

VILLAGE 2

VILLAGE 1

VILLAGE 0

VILLAGE 6

VILLAGE 5

VILLAGE 4

VILLAGE 3

VILLAGE 2

VILLAGE 1

VILLAGE 0

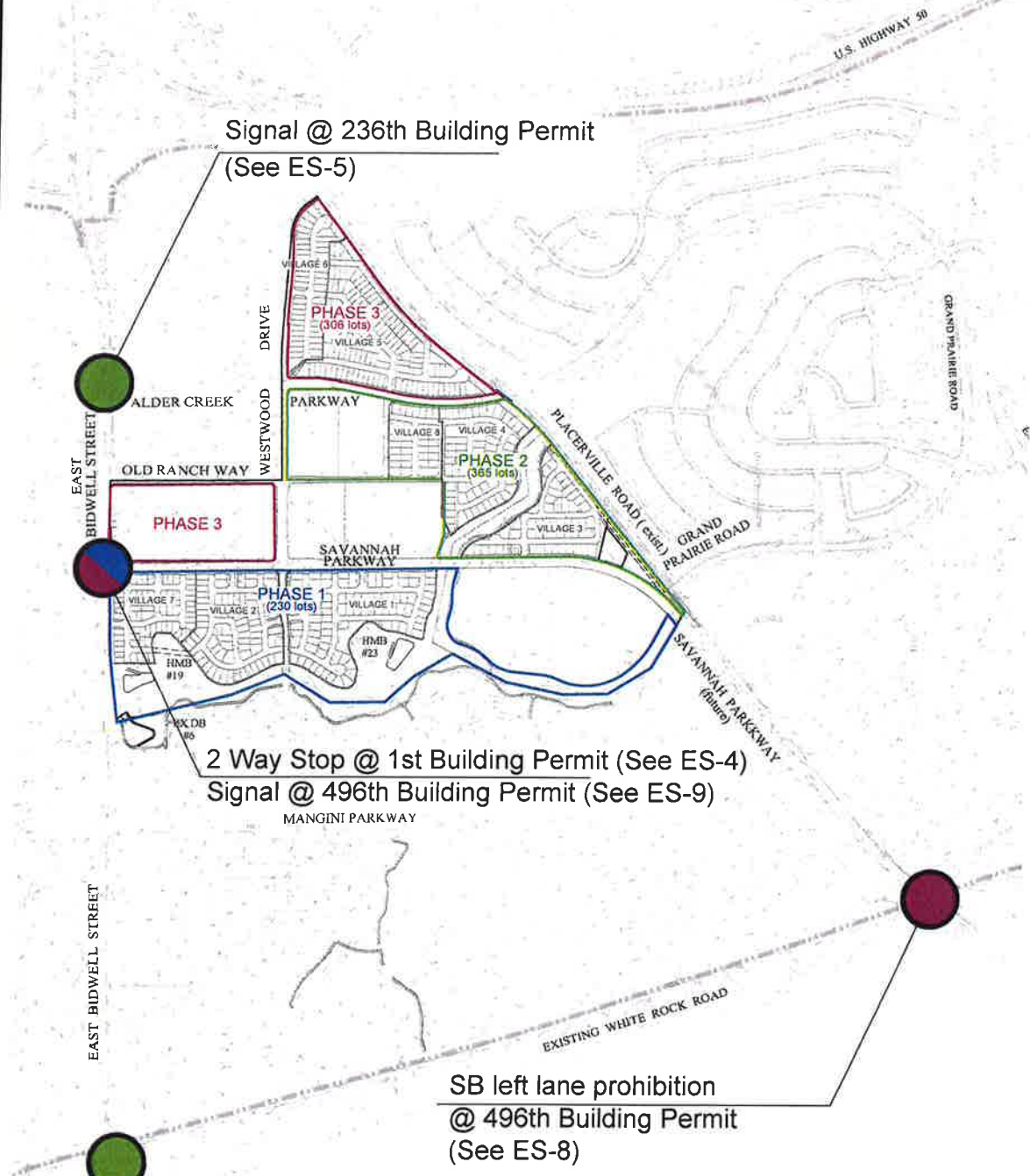
VILLAGE 6

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Attachment 11

Off-Site Infrastructure Triggers, dated December, 2017

CITY OF FOLSOM



0 400 800 1600

SCALE: 1" = 800'

*This is conceptual and subject to change

OFFSITE INFRASTRUCTURE TRIGGERS

Mangini Ranch Phase 2

City of Folsom
Scale: 1" = 800'



California
December 2017
7964-PH2

PRELIMINARY - Subject to Revision

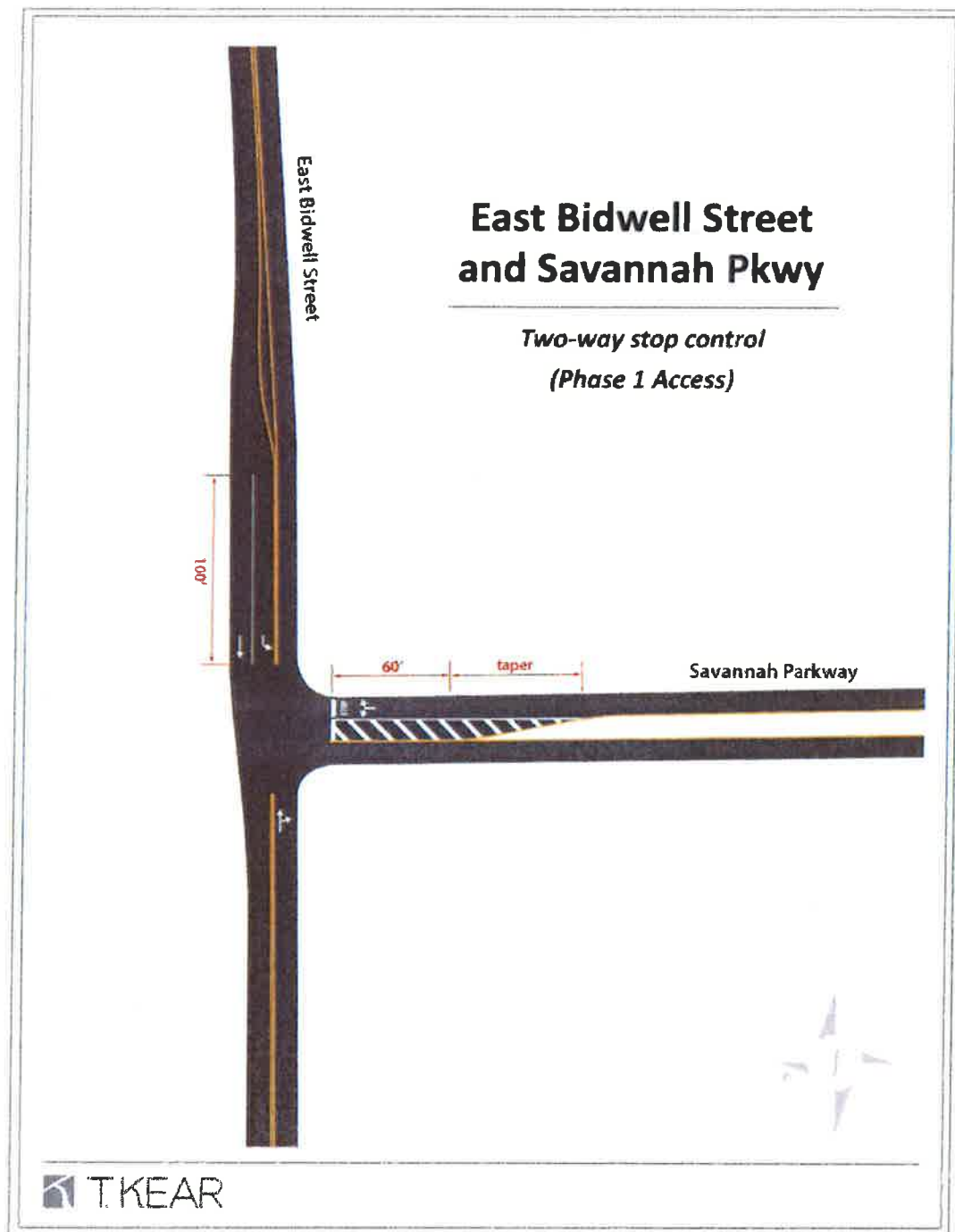


Figure ES-4. East Bidwell Street/Savannah Parkway TWSC

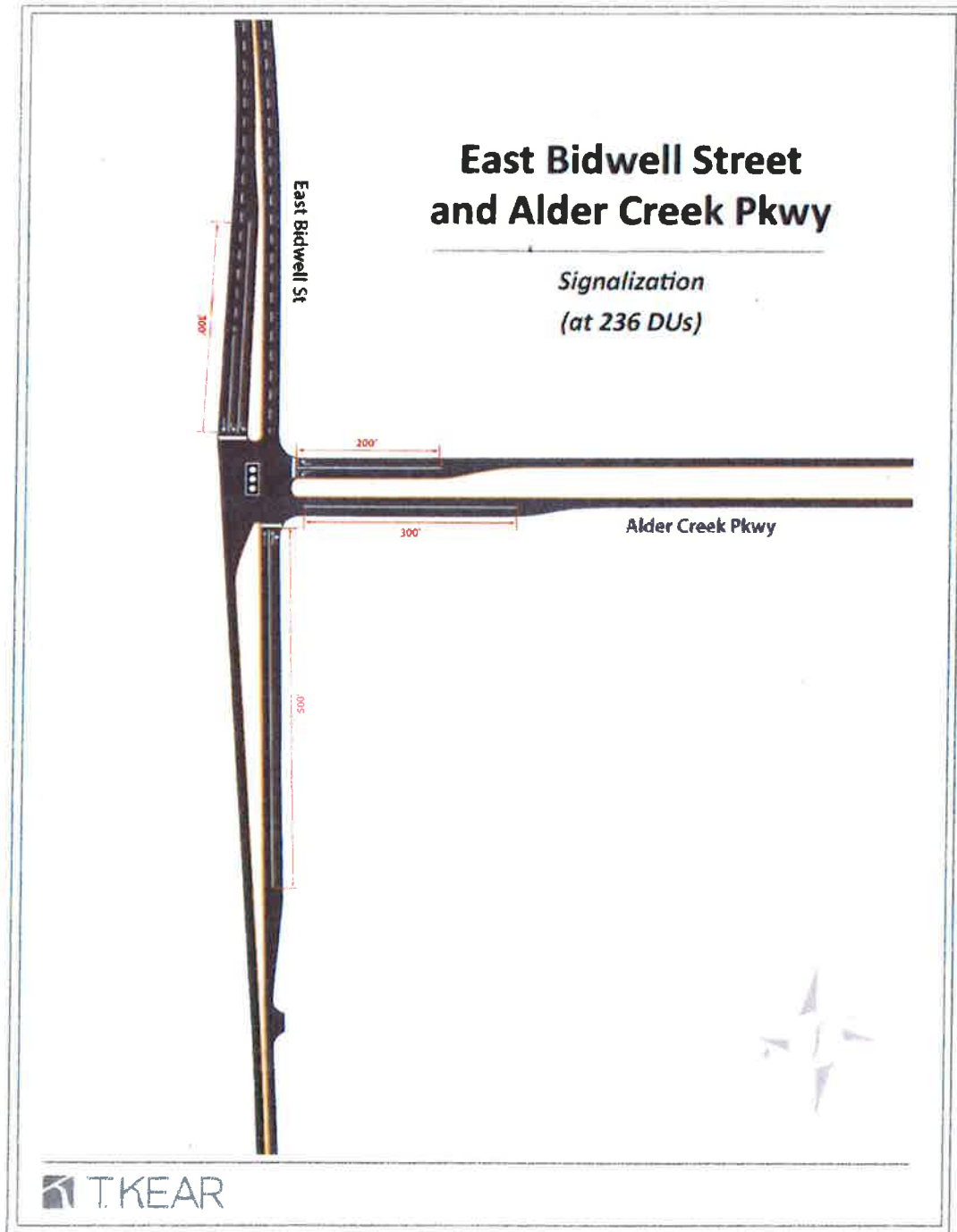


Figure ES-5. East Bidwell Street/Alder Creek Parkway

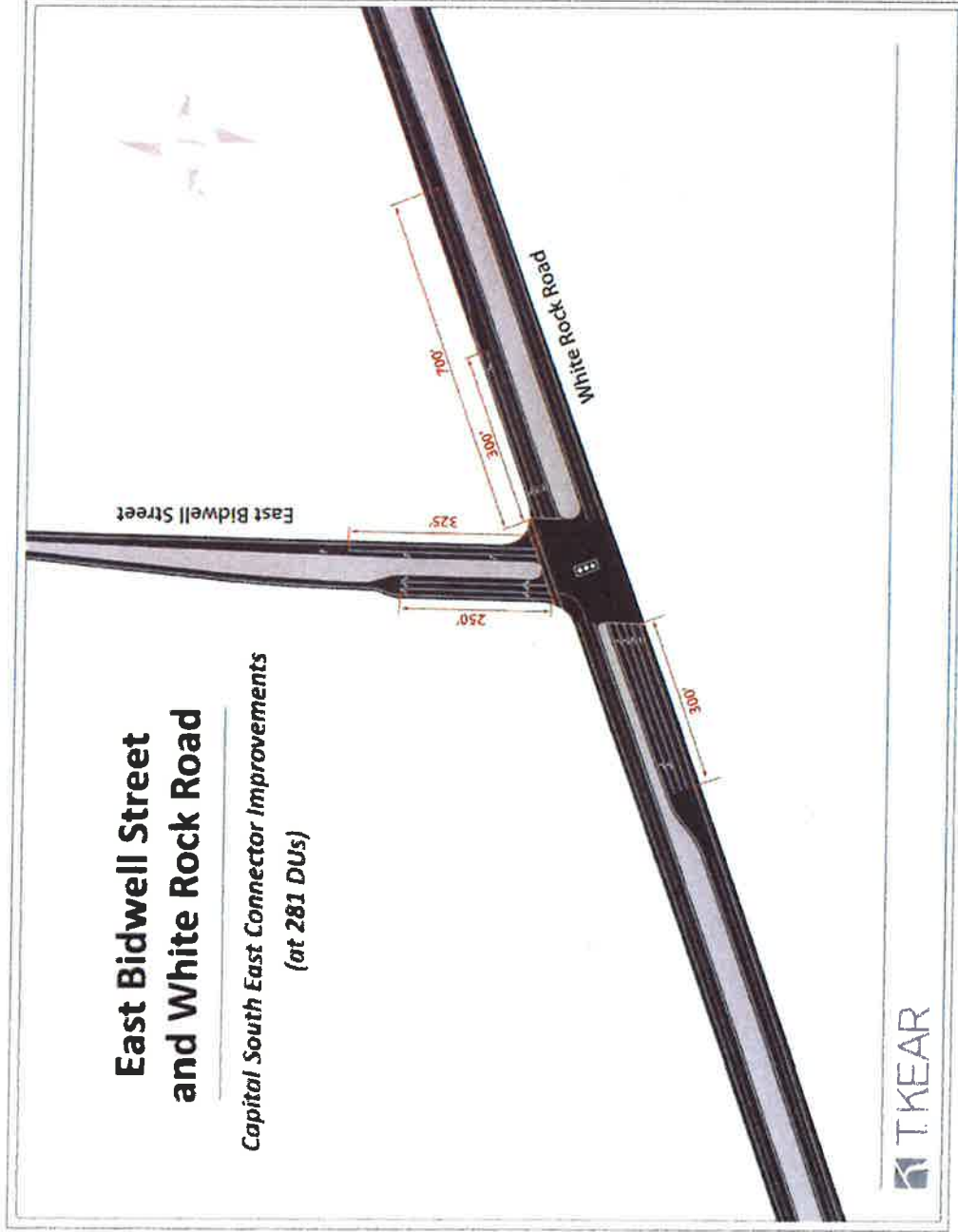


Figure ES-6. East Bidwell Street/Alder Creek Parkway (Item A: Planned Capital Southeast Connector Improvement)

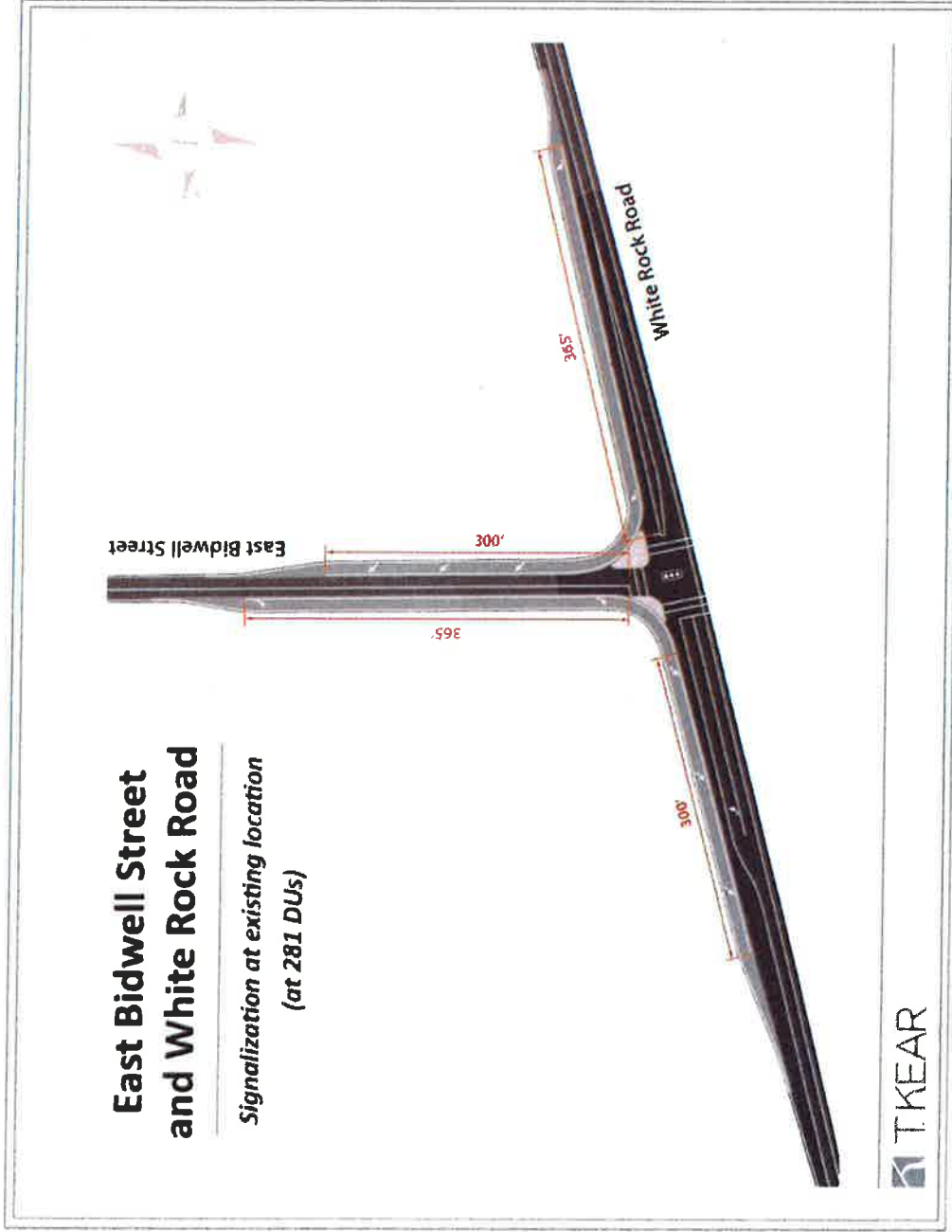
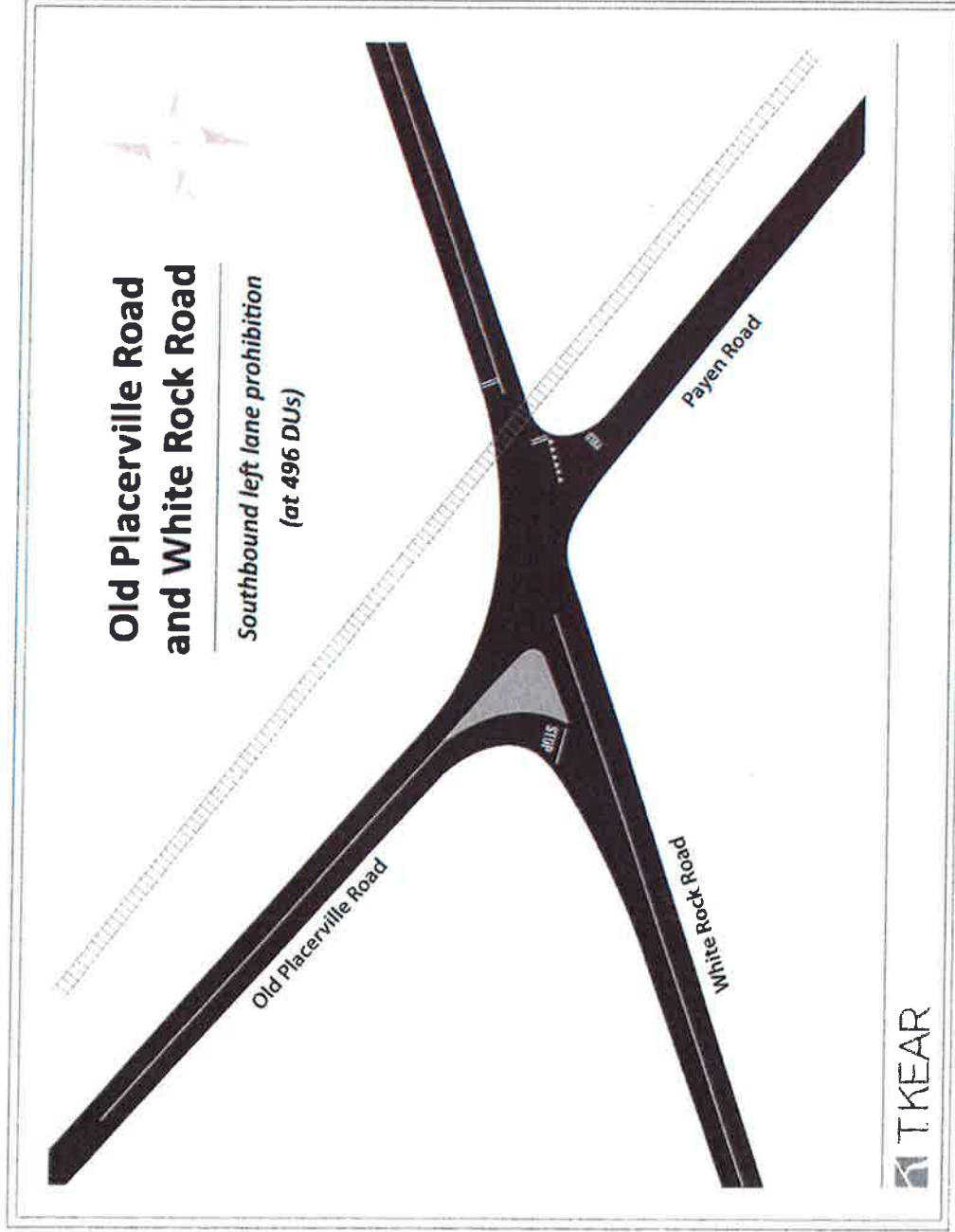


Figure ES-7. East Bidwell Street/Alder Creek Parkway (Item B: Signalize at Existing Location)



FigureES-8. White Rock Road/Old Placerville road

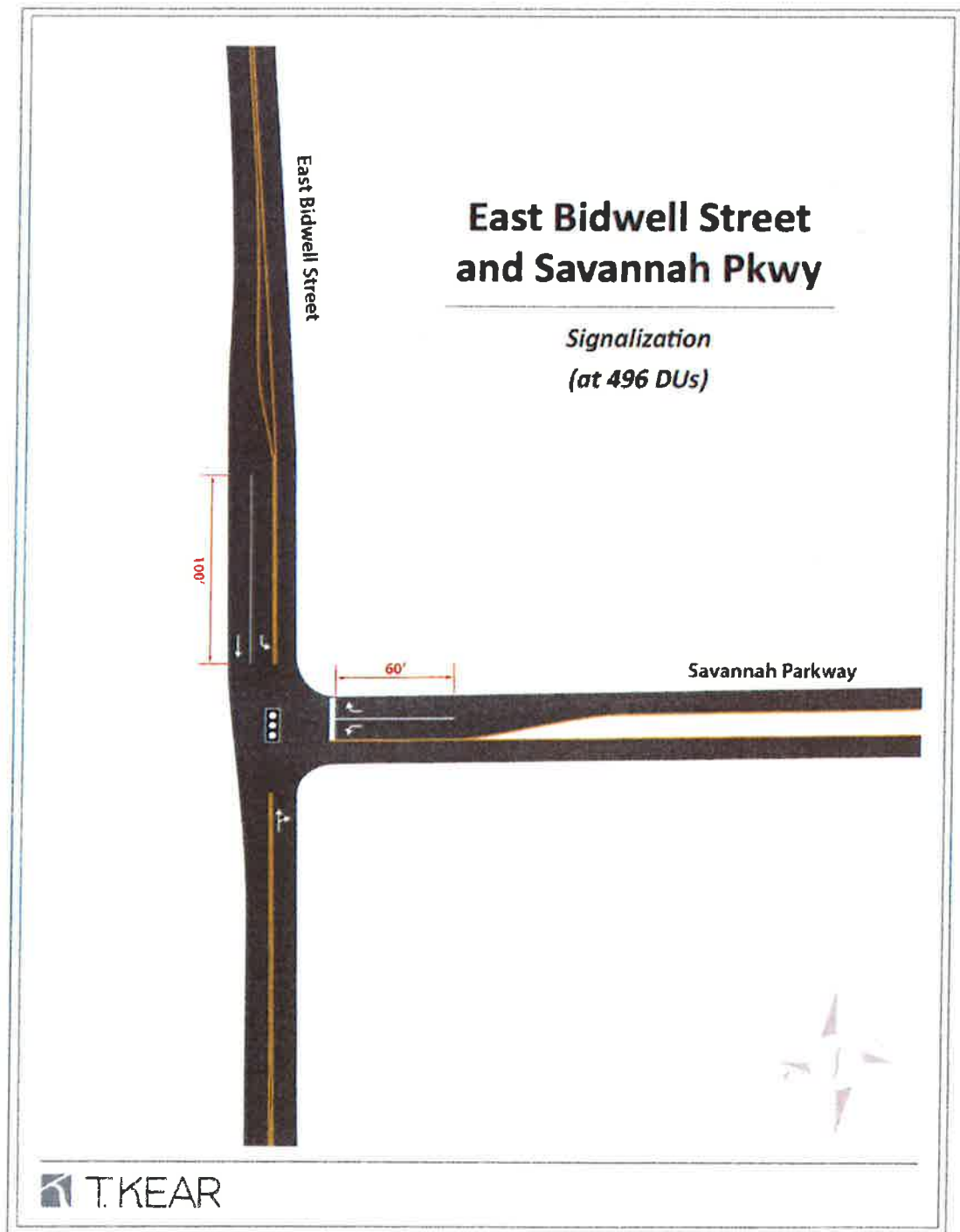
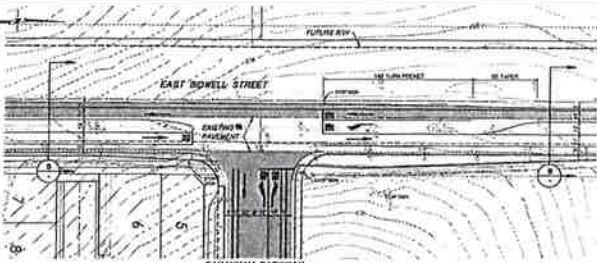


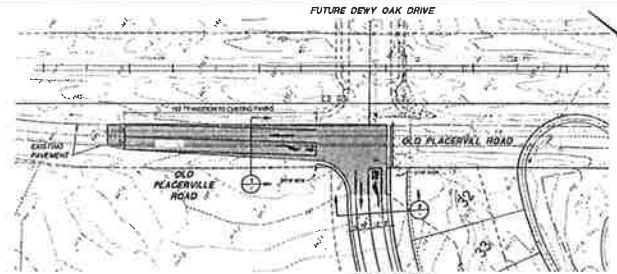
Figure ES-9. East Bidwell Street/Savannah Parkway (Signalized)

Attachment 12

**Interim Off-Site Intersection Design,
Dated December 15, 2017**



PROPOSED EAST BIDWELL STREET / SAVANNAH PARKWAY INTERIM SECTION DESIGN
N75



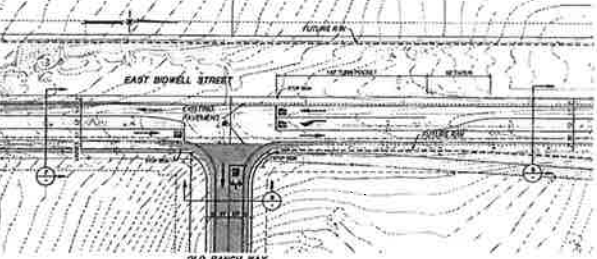
PROPOSED OLD PLACERVILLE ROAD / WESTWOOD DRIVE INTERIM SECTION DESIGN
N75



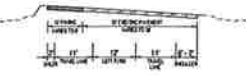
5 EAST BIDWELL STREET INTERIM PAVING
N75



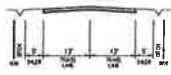
6 EAST BIDWELL STREET INTERIM PAVING
N75



PROPOSED EAST BIDWELL STREET / OLD RANCH WAY INTERIM SECTION DESIGN
N75



7 EAST BIDWELL STREET INTERIM PAVING
N75



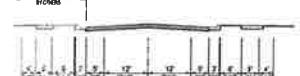
8 OLD RANCH WAY
N75



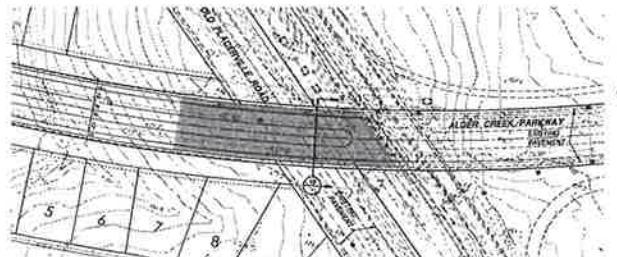
9 EAST BIDWELL STREET INTERIM PAVING
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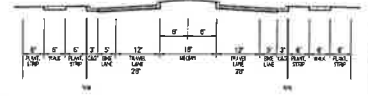
1 OLD PLACERVILLE ROAD INTERIM PAVING
N75



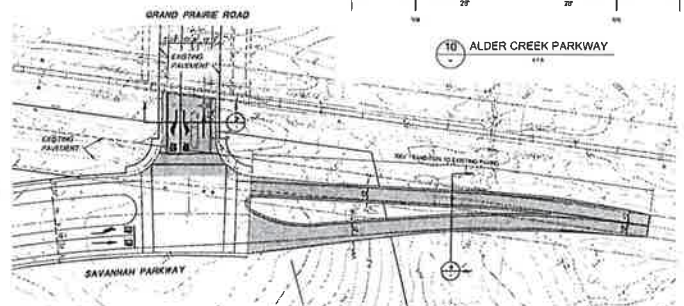
2 WESTWOOD DRIVE
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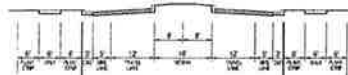
PROPOSED ALDER CREEK PARKWAY / OLD PLACERVILLE RD INTERIM SECTION DESIGN
N75



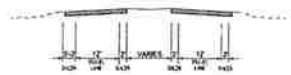
10 ALDER CREEK PARKWAY
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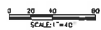
PROPOSED GRAND PRAIRIE ROAD / SAVANNAH PARKWAY INTERIM SECTION DESIGN
N75



3 GRAND PRAIRIE ROAD
N75



4 OLD PLACERVILLE ROAD INTERIM PAVING
N75



INTERIM OFFSITE INTERSECTION DESIGN

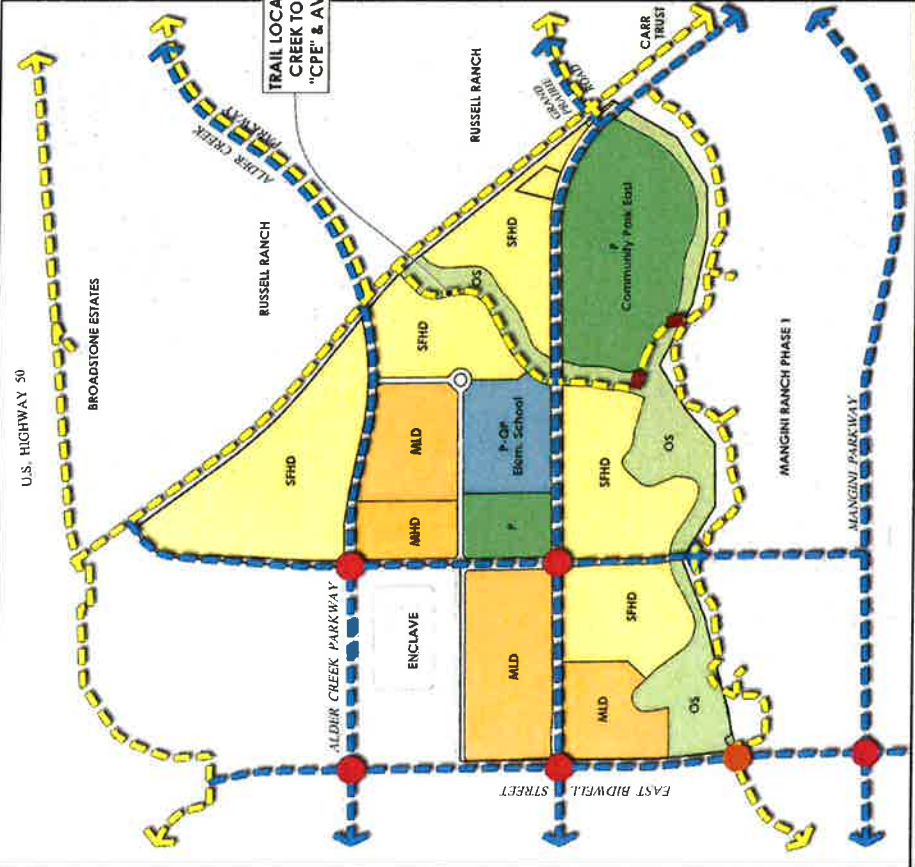
Mangini Ranch Phase 2

Folsom, California

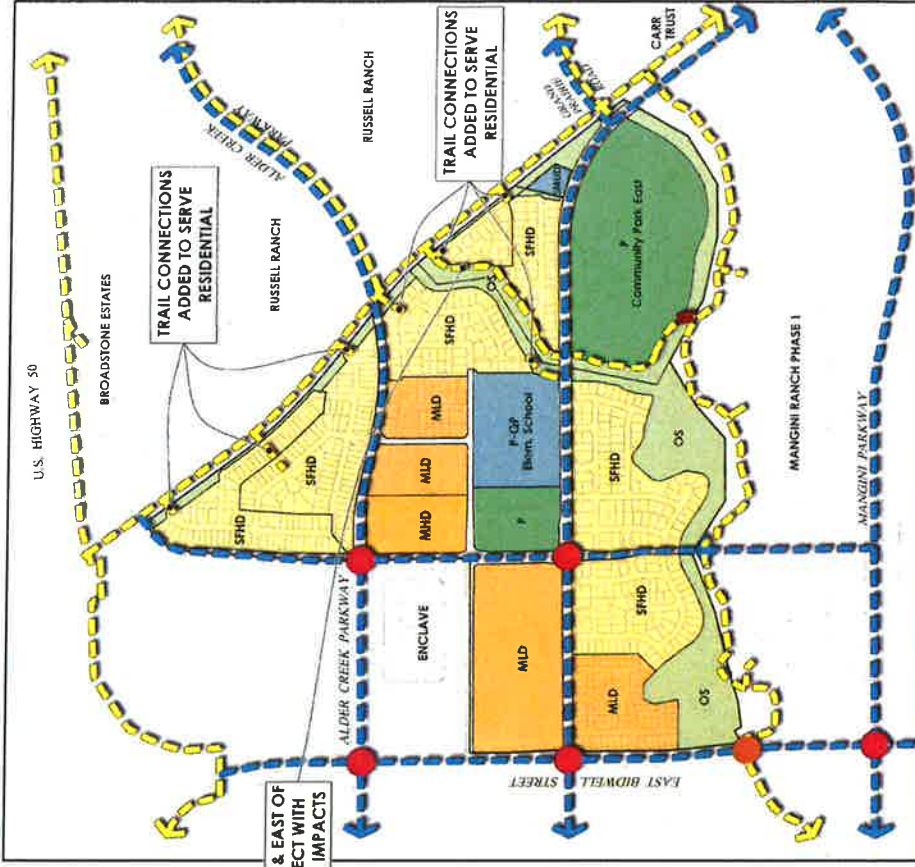
August 29, 2017
Revised December 15, 2017

Attachment 13

**Trail System Modification Exhibit
Dated December 15, 2017**



Existing Trail System



Proposed Trail System

LEGEND	
	CLASS 1 BIKE TRAIL
	CLASS 2 BIKE ROUTE
	TRAFFIC SIGNAL LOCATION
	PEDESTRIAN SIGNAL LOCATION
	TRAIL UNDERCROSSING
	WETLAND IMPACT AREA
	NOTE: ALL RESIDENTIAL STREETS ARE CLASS III BIKE ROUTES



MACKAY & SOMPS
 ENGINEERS & ARCHITECTS
 1552 Eureka Road, Suite 100, Berkeley, CA 94704
 (415) 772-1199

PROPOSED TRAIL SYSTEM MODIFICATION

Mangini Ranch

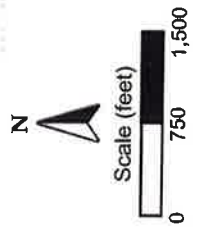
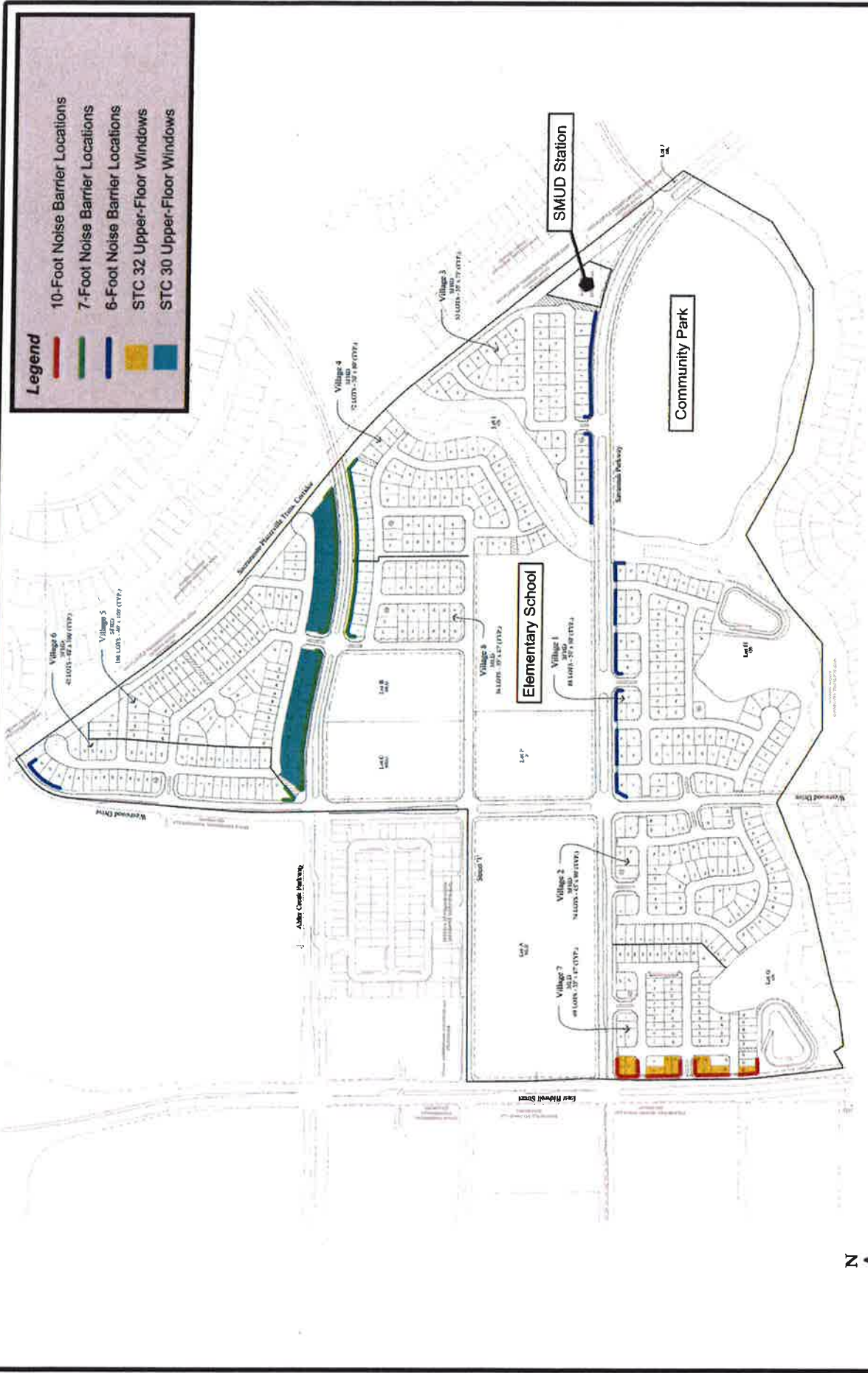
PHASE II

Folsom, California
 December 15, 2017

Attachment 14

**Noise Mitigation Exhibit and
Conceptual Wall and Fencing Exhibit
Dated December 15, 2017**

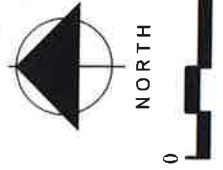
Figure 2
 Project Site Plan and Noise Mitigation Measures
 Mangini Ranch Phase 2 - Folsom, California



CONCEPTUAL WALL & FENCING DIAGRAM MANGINI RANCH PHASE 2

December 15, 2017

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS



- LEGEND**
- MASONRY WALL
 - WOOD FENCE
 - OPEN VIEW FENCING



*This is conceptual and subject to change
7954.PH2

Attachment 15

Inclusionary Housing Plan, dated September 26, 2017

CARPENTER EAST, LLC

September 26, 2017

Scott A. Johnson, AICP
Planning Manager
City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630

Dear Mr. Johnson:

RE: Mangini Phase 2 Tentative Map Inclusionary Housing Plan

This letter is to formally notify the City of Folsom that Carpenter East, LLC (“the Applicant”) intends to pay an affordable housing in-lieu fee in accordance to FMC Section 17.104.060 (G) for compliance with the Inclusionary Housing Plan requirement on its Mangini Phase 2 Tentative Map development application permit. The applicant intends to pay the in-lieu fee on a per-unit basis as building permits are issued.


Please contact me if you have any further questions.

Sincerely,

Carpenter East, LLC
a Delaware limited liability company

By: HBT CARPENTER, LLC
a Delaware limited liability company

Its: Managing Member

By: 

William B. Bunce

Its: Manager

Attachment 16

**Parks and Open Space Ownership/Maintenance Summary
Dated December 14, 2017**

MANGINI RANCH PHASE 2
PARK & OPEN SPACE OWNERSHIP AND MAINTENCE SUMMARY
12-14-17

Large Lot Map Lot #	Small Lot Map Lot #	FPASP Designation	land use	ownership entity	maintenance responsibility
9	A	SFHD	LANDSCAPE	CITY	CITY
13	E	P	COMMUNITY PARK EAST	CITY	CITY
14	F	OS	NEIGHBORHOOD PARK	CITY	CITY
16	H	OS	OPEN SPACE (MEASURE W)	CITY	CITY
17	I	OS	OPEN SPACE (MEASURE W)	CITY	CITY
18	J	OS	OPEN SPACE (MEASURE W)	CITY	CITY
19	K	OS	OPEN SPACE (MEASURE W)	CITY	CITY
20	L	OS	OPEN SPACE (MEASURE W)	CITY	CITY
21	M	OS	OPEN SPACE (MEASURE W)	CITY	CITY
1(ptn)	1A-1D	SFHD	LANDSCAPE	CITY	CITY
1(ptn)	1E-1I	SFHD	LANDSCAPE	CITY	CITY
2(ptn)	2A-2D	SFHD	LANDSCAPE	CITY	CITY
2(ptn)	2E-2H	SFHD	LANDSCAPE	CITY	CITY
3(ptn)	3A-3B	SFHD	LANDSCAPE	CITY	CITY
3(ptn)	3C-3F	SFHD	LANDSCAPE	CITY	CITY
3A(ptn)	3G	SFHD	LANDSCAPE	CITY	CITY
3A(ptn)	3H	SFHD	LANDSCAPE	CITY	CITY
4(ptn)	4B	SFHD	LANDSCAPE	CITY	CITY
4(ptn)	4C	SFHD	LANDSCAPE	CITY	CITY
4A(ptn)	4A	SFHD	LANDSCAPE	CITY	CITY
5(ptn)	5A-5B	SFHD	LANDSCAPE	CITY	CITY
5(ptn)	5C-5F	SFHD	LANDSCAPE	CITY	CITY
6(ptn)	6A-6B & 6E	SFHD	LANDSCAPE	CITY	CITY
6(ptn)	6C-6D & 6F	SFHD	LANDSCAPE	CITY	CITY
7(ptn)	7A-7D	MLD	LANDSCAPE	CITY	CITY
7(ptn)	7E-7H	MLD	LANDSCAPE	CITY	CITY
8(ptn)	8A	MLD	LANDSCAPE	CITY	CITY
8(ptn)	8B	MLD	LANDSCAPE	CITY	CITY

Attachment 17

Minor Administrative Modification Exhibits

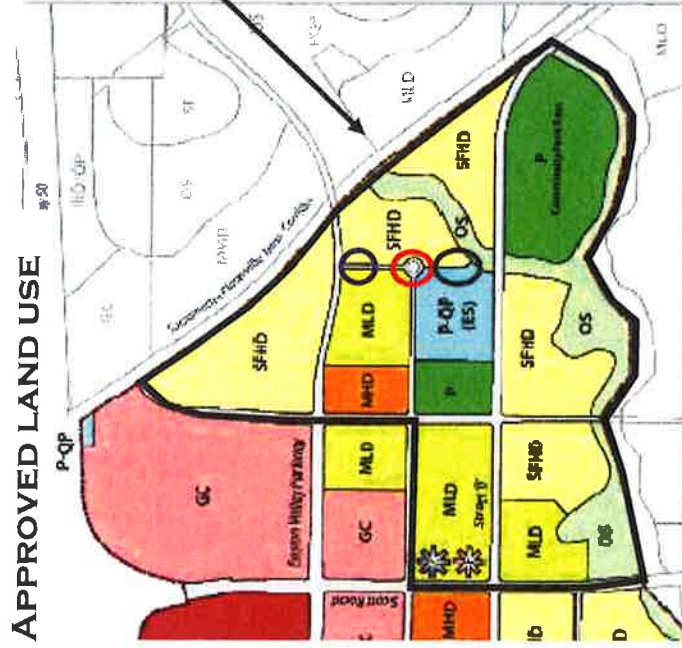
MANGINI RANCH PHASE 2 – PROJECT NARRATIVE

Minor Administrative Amendment (1) for Land Use/Circulation

A **Minor Administrative Amendment** is sought for the minor modification of land use lines as anticipated and permitted in the FPASP 2011, Chapter 13 Implementation, Section 13.3.1, Minor Administrative Amendment. The proposed minor modifications to land use boundaries and internal street circulation to maximize design and efficiency of the Project as well as to avoid and/or protect natural resources. No changes are proposed to the acreage of Measure W open space. An internal connecting street is also proposed to be relocated easterly to provide better connectivity across Alder Creek Parkway and improve elementary school student access. The east boundary of the school site has been modified at the request of the FCUSD to better facilitate ingress/egress for the school site.

The Applicants have participated in on-going coordination meetings with the Folsom Cordova School District on their intended site plan and how it fits into the **MANGINI RANCH PHASE 2** neighborhood. A **roundabout is proposed to be removed from the Project area as roundabouts located near schools are not advised because safe roadway crossing is difficult for school-aged children.** Auto traffic at roundabouts (by design does not stop; stop sign-controlled intersections best facilitate pedestrian movement at intersections near schools because all traffic movements are required to stop before safely proceeding through intersections).

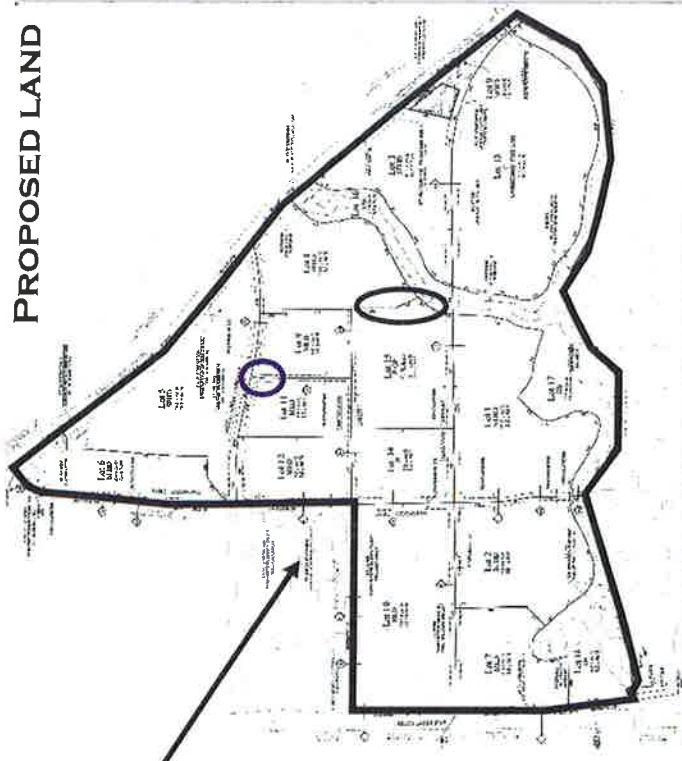
APPROVED LAND USE



Minor Administrative Amendment-Land Use/Circulation

MANGINI RANCH PHASE 2 PROJECT AREA

Proposed Land Use Refinements:
Internal Circulation
Removal of Roundabout
Land Use Edge between school and residential

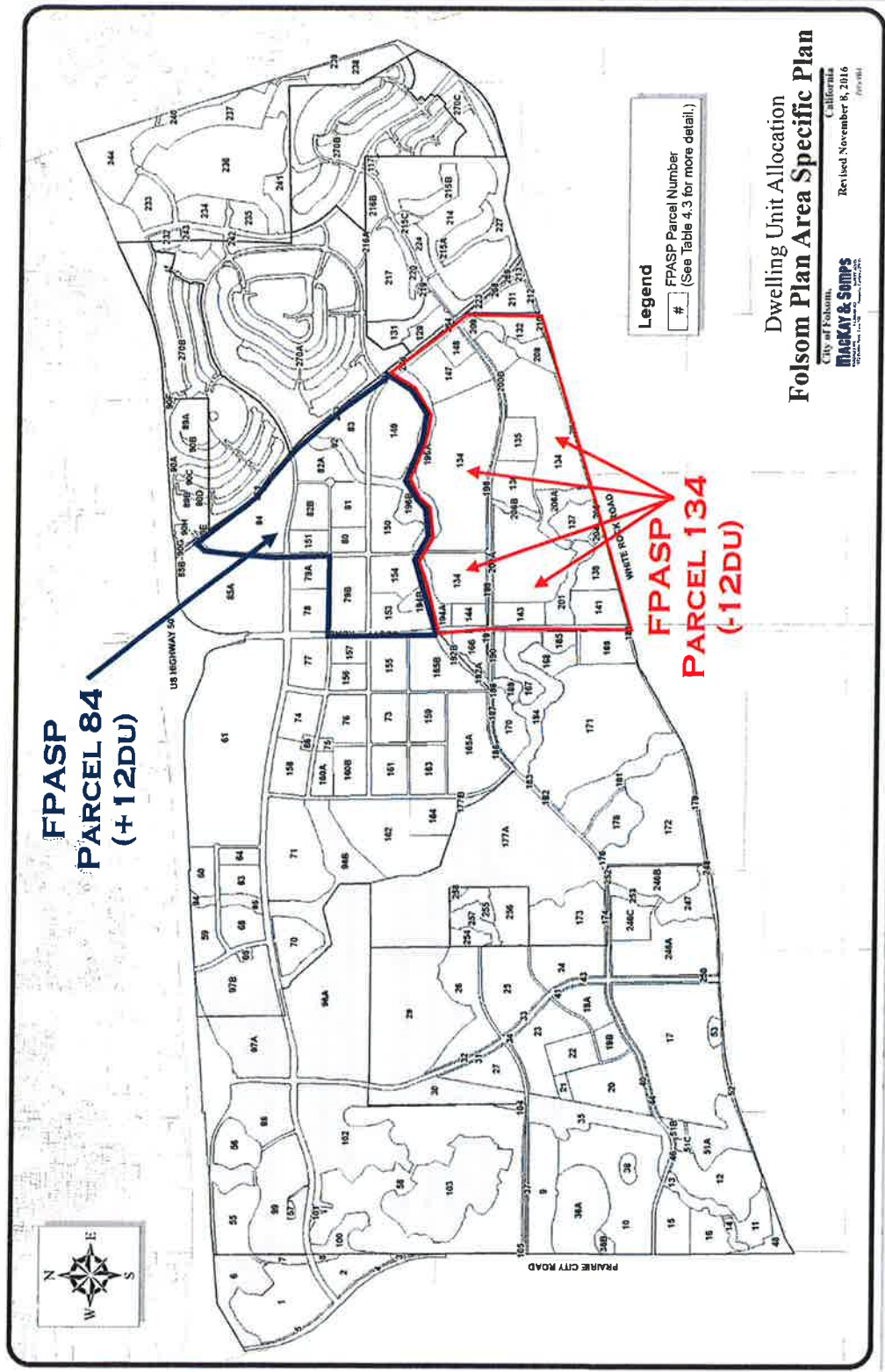


PROPOSED LAND

MANGINI RANCH PHASE 2 – PROJECT NARRATIVE

Minor Administrative Amendment (2) for Transfer of Development Rights

Additionally, a **Minor Administrative Amendment** is also sought for the transfer of 12 of the 51 unutilized units from the MANGINI RANCH PHASE 1 Small Lot Vesting Tentative Subdivision Map. These additional units to MANGINI RANCH PHASE 2 are not additional units to the FPASP, but rather constitute a transfer of unutilized units from FPASP Parcel 134 to FPASP Parcel 84. This transfer results in the remainder of 39 unutilized units in MANGINI RANCH PHASE 1 (PVSP Parcel 134).



Minor Administrative
Amendment-Transfer
of Development Rights

Dwelling Unit Allocation
Folsom Plan Area Specific Plan

City of Folsom, California
Mackay & Sepp
November 8, 2016

Attachment 18

Folsom Ranch Central District Design Guidelines
Amended December 15, 2017

FOLSOM RANCH, CENTRAL DISTRICT

DESIGN GUIDELINES Addendum



5

DESIGN GUIDELINES

MULTI-FAMILY



PURPOSE AND OBJECTIVE

The intent of the Folsom Ranch Multi-Family guidelines is to establish parameters which apply to all multi-family land use categories, including Multi-Family Low Density (MLD), Multi-Family Medium Density (MMD) and Multi-Family High Density (MHD). The guidelines are intended to encourage creativity in solutions to specific design opportunities.

ARCHITECTURAL PRINCIPLES

The following principles have been identified to achieve the common goal of ensuring a high-quality and aesthetically cohesive environment throughout the Folsom Ranch Community.

- Designs incorporating building types, orientation with site improvements, and circulation in a manner to cohesively blend into its existing and planned surroundings.
- Designs highlighting community features for enhanced appearance, safety, convenience, and social interaction through circulation connectivity and siting of open space.
- Designs supporting a high-quality of life with appropriate usable private and common areas.
- Designs embodying high-quality design elements and project identity through variation in massing, articulation, heights, materials, styles, and creativity.







BUILDING TYPES AND DENSITIES

There are several recognized multifamily building types that range from attached or detached townhouse developments to stacked flats / townhouses with a podium garage. Each building type has specific traits and is looked at separately within these guidelines.

DETACHED TOWNHOUSES

Detached townhouses are units typically situated in a row separated by private open space between units. Units generally are more uniform in appearance than small lot detached homes and might include three-story units

FEATURES :

- Building design focus on individual unit identity and architectural interest
- Typical built density: 8-12 units per acre
- Front-loaded with the front door and garage facing the street or rear-loaded with garage facing the rear of the property or a private street
- Side yards may provide usable private open space and the site may include additional common open space

ATTACHED TOWNHOUSES

Attached townhouses are units typically situated in a row of at least three or more units where there is no separation between units. Buildings of two attached units are duplexes, twins, or duets. These can be designed as either front- or rear-loaded.

FEATURES :

- Typical built density: between 14-25 units per acre
- Generally uniform massing with individualized separate unit entrances
- Front-loaded with the front door and garage facing the street, or "rear-loaded" with the garage facing the "rear" of the property, or private street
- Greater efficiency in layout without side yards provides for greater density opportunities and larger common open space than private spaces
- Private open space for each unit is provided by a front patio or balcony
- Building design focus on overall building appearance and massing
- Units organized around "public" spaces and sites around common space amenities.



STACKED FLATS WITH SURFACE PARKING

Stacked Flats are units arranged on a single level of a building and surrounded by units either above or below each unit.

FEATURES:

- Typical built density: 20-30+ units per acre
- Typically, 2-4 stories of single-level units stacked on top of each other
- Individual unit access can be from either common interior corridor or by discrete exterior entrances
- The design focus is on the whole building, less on individual units
- Common open space is typically provided in open areas of courtyards or common ground area
- Private open space is typically provided in the form of balconies

TOWNHOUSES / STACKED FLATS ABOVE PODIUM PARKING

Townhouses or stacked flats are units built over a submerged or partially submerged parking garage or "podium," rather than with individual garages.

FEATURES:

- Typically, 3-4 stories or more in height above a parking podium (garage)
- Typical built density of 30-60 units per acre
- The design focus is on the entire building, not individual units
- May or may not have additional surface parking
- Urban in appearance due to height, mass, and scale
- Common open space is typically provided, including private space balconies

SITE PLANNING

A multi-family residential development should unify the styles and character of the surrounding community. The location of these areas should be in walking distance to parks, commercial centers, and public facilities.

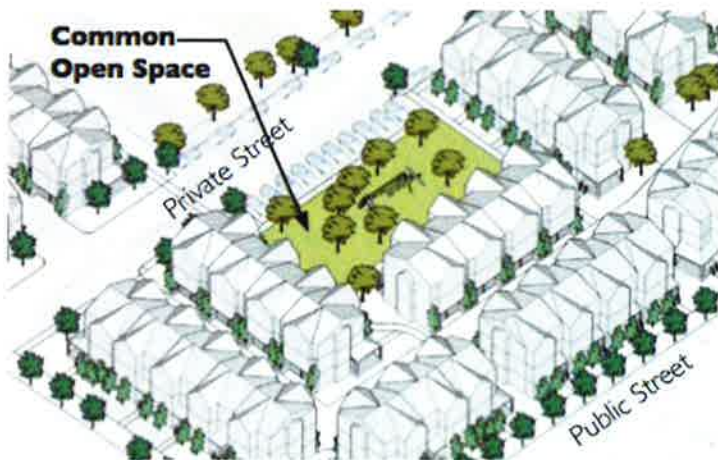
- Residential developments should provide a variety of architectural styles complementary to each other to provide a diverse neighborhood atmosphere.
- Building orientation and site layout to address privacy concerns.
- A variety of one, two, and three-bedroom dwelling units should be provided to encourage a variety of product types. Units should be mixed throughout the development.
- Units should front streets and common areas to increase visibility of public streets, parks, and open spaces within the neighborhood.
- The design should consider compatibility with the surrounding neighborhood by mimicking existing architectural styles, massing, colors, and rhythm.
- Acoustical and noise attenuation issues should be considered during the design process.





SMALL AND MEDIUM SITES

- Privacy:
 - Use building orientation and site layout to address privacy concerns
 - Buildings should be of a scale and have massing that is sensitive to adjacent properties
- Open Space:
 - Buildings should define the edges of and face onto the common open space
 - Location should be clearly and easily accessible
 - Common open space should be consolidated in one location to allow for high usability and sustainability
 - Private spaces should be provided at side and rear yards
- Circulation:
 - Guest parking may be difficult to provide on small sites with limited space; however, it should occur at the rear of the site
 - Shared vehicle and pedestrian circulation areas should utilize pavers for pedestrian ways traversing parking areas or alongside of vehicular circulation



RECOMMENDED - Buildings that face open spaces define the edges of the open space.

LARGE SITES

- Connectivity:
 - Streets, auto courts, paseos and pedestrian ways should not only connect internally but also to adjacent streets in neighboring developments
 - Pedestrian and bike paths should be used where street connections to adjacent neighborhoods are challenged
 - Use paseos and pedestrian paths for internal connections.
- Hierarchy of Streets:
 - Clear distinction in scale, landscape treatment, and orientation between public/private streets, auto courts and pedestrian paseos
- Auto courts should be designed to act as secondary circulation to reduce service functions and garage access from public and private streets
- Guest parking should be located throughout site
- Building Frontage and Orientation:
 - Units should face streets, open spaces and internal private streets wherever possible
 - Building fronts should include porches and door facing streets
- Open space:
 - Large open space should be the fundamental organizing element of the site plan
 - Common open space should be centralized and directly accessible to units. It should be linked to adjacent parks and paseos and paths where possible





CIRCULATION BETWEEN NEIGHBORHOODS

- Connect to surrounding neighborhoods with streets
- Develop an overall connected network of streets and auto courts on larger sites
- Anticipate future connections to adjacent parcels to provide for future opportunities
- Include adequate emergency vehicle access
- Connect neighborhoods with pedestrian and bicycle connections, especially where street connections are challenged due to site constraints
- Avoid dead end street stubs





ENTRY DRIVES

- Easily identifiable and aesthetically pleasing entrances designed to complement the style of the project should be provided.
- The principal vehicular access into a multi-family housing project should be through an entry drive rather than a parking drive. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
- Driveway entries should align with existing or planned median openings and adjacent driveways.
- The number of site access points should be minimized.

CARS, BIKES AND PEOPLE

- Connect the overall network of private streets, auto courts, and pedestrian walkways on larger sites.
- Traffic calming techniques should be used throughout development sites.
- Use color, texture, and landscape to reinforce purpose of the facility.
- Private streets and access ways should be used to allow design flexibility and enhancement of vehicular and pedestrian facilities.
- The principal vehicular access into a project should be through an entry drive rather than a drive for parking
- Pedestrian and bike paths shall be used to connection nearby neighborhoods, schools, parks, commercial projects, and bicycle parking areas should be provided

OPEN SPACE

- Aggregate common open space to make a large usable area that serves as the central focus
- Open space areas shall be well landscaped to create a visually appealing high quality open space with emphasis on privacy and green space
- Common open space should be well defined by streets and buildings
- Common open space should be centralized and directly accessible to units. It should link adjacent parks, paseos and paths
- Small development sites may prioritize private spaces over common spaces
- Define edges of open space with units, buildings, and walkways. Streets can also serve this function, but buildings are recommended wherever possible
- Large and medium sites should have one central open space and other small diverse open space
- Common open space should be designed to provide for both active and passive uses, not merely decorative space.



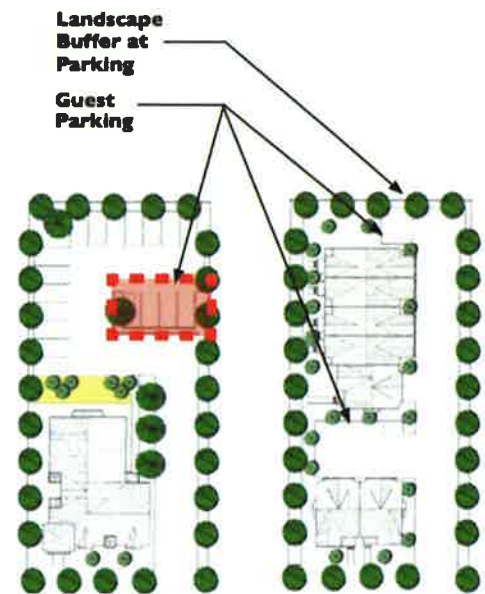


PEDESTRIAN ACCESS AND PASEOS

- Paseos should serve as the front or "face" of units when a front door on a street is not feasible
- Paseos should be well-lit for pedestrians without adding glare to adjacent residences.
- Connect paseos to form internal walkway networks within developments.

GUEST PARKING

- Parking requires adequate maneuvering areas for vehicle turnarounds.
- Connect units to parking areas via walkways.
- Guest parking may be located on private streets, in parallel or perpendicular (90 degree) parking spaces.
- On deep narrow sites, guest parking should be located at the rear of the site.
- Vehicular turnaround space may occur within the setback if an adequate landscape buffer between paved area and property line is maintained.
- In larger developments, guest parking should be located in parallel, perpendicular, or angled spaces along private streets or dispersed within auto courts.
- Provide sufficient and convenient guest parking appropriately dispersed on site.





PARKING AREA SCREENING

- Screening should be provided at the edge of all parking areas
- A landscaping buffer should be provided between parking areas and public rights-of-way
- A 36-inch to 42-inch high berm, headlight hedge, or masonry wall should be used to screen any parking at the street periphery. Breaks should be provided to allow pedestrian circulation. A combination of walls, berms, and landscape material is highly recommended.
- Both sides of all perimeter walls or fences should be architecturally treated. Walls should be finished and designed to complement the surrounding development. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony.

BUILDING ORIENTATION RELATED TO PUBLIC SPACES

- Orient buildings to face public/private streets and open space.
- Include building entrances as primary building features opening to common open space or streets.
- Use corner treatment and architectural detailing on narrow small sites where it is not possible for front facades of buildings to face a street.
- Locate private uses and private space along private streets, side yards, and rear of properties where possible
- Design upper floors of 3-story and taller buildings to avoid over-dominating the size of the open spaces, streets or alleys
- Building fronts provide definitive edges to common open space, public and private streets, and paseos.
- Building entrance features such as porches, stoops, front walkways, windows and front doors provide a public "face" and orientation to a building; these features on the public street side of the building provide a building face on the street.
- Corner or end unit architectural treatment can include wrap-around porches and facade detailing in order for a building to face the public street, paseo, or open space.
- Address numbers that are identifiable for each unit where buildings face the street, paseo, or open space provide an orientation feature to the public space or street



ARCHITECTURAL GUIDELINES FOR MULTI-FAMILY

The following styles can be used within Folsom Ranch, Central District:

- Spanish Colonial
- Monterey
- Western Farmhouse
- Craftsman
- Early California Ranch
- American Traditional
- Agrarian Contemporary

Additional architectural styles compatible with the intent of these guidelines may be added when it can be demonstrated to the Architectural Review Committee that they are regionally appropriate.





MASSING

- To create variety in the streetscape, roof forms shall vary within a block of buildings.
- Large projects should be broken up into groups of structures of various heights.
- Buildings designs should include a combination of the following techniques:
- Where appropriate, the upper stories of multi-family buildings should be stepped back to reduce the scale of facades that face the street, courtyards, or open space areas
- Structures with greater height should include additional setbacks and steps within the massing to create a transition in heights from adjacent properties and avoid dominating the character of the neighborhood.
- Vertical elements such as towers may be used to accent horizontal massing and provide visual interest
- Building scale should be reduced through the proper use of window patterns, structural bays, roof overhangs, wall materials, awnings, fixtures, and other details.
- Architectural details and materials on lower walls that relate to human scale. Arches, trellises, or awnings should be utilized

ROOF LINES AND MATERIALS

- A variety of roof planes and accent details increase the visual quality and character of a building.
- Varied roof pitches, porches, and overhangs provide visual interest and increase the architectural character of the dwelling unit.
- Use of a variety of roof tiles and colors consistent with the architectural style is encouraged.
- Roofing colors shall be earth tones to minimize reflective glare and visual impacts.
- Major roofs shall be designed in a straightforward way, to cover and highlight the primary masses of the buildings.
- Gambrel and Mansard style roofs are not permitted.
- Flat roofs are permitted within context of architectural style.



Garage and Accessory Buildings

- The architectural style and character of garages and parking structures will be consistent with the house.
- Garage doors are preferred to be perpendicular to the street or located at the rear of the lot.
- Garage doors should be recessed into, rather than flush with, the exterior wall.
- Detached garages and accessory structures should be designed as an integral part of the architecture of the project and should be similar in materials, color, and detail to the principal structures of a development.
- Detached garages, carports, and accessory structures should incorporate roof slopes and materials similar to the principal structures of a development
- Carport columns shall include architectural features and be a minimum of 24 inches wide at the base. The architectural treatment shall extend vertically for a minimum of 36 inches.

Lighting

- All lighting selections shall meet the dark sky recommendations
- Light fixtures should be designed or selected to be architecturally compatible with the main structure or theme of the development.
- Up lighting of building elements and trees should use the lowest wattage possible to minimize impacts to the night sky. Light sources for wall washing and tree lighting should be hidden.
- Where landscaping is lit, low-voltage lighting should be used whenever possible to conserve energy. Energy efficient lamps and ballasts, controlled by photoelectric methods or timers, should be incorporated.
- Walkways and paseos should be lit to ensure safe night time conditions.
- Light poles should be designed with downward facing fixtures to eliminate light spill.
- The height of a light pole should be appropriate in scale for the building or the complex and the surrounding area.



6

FOLSOM RANCH, CENTRAL DISTRICT
DESIGN GUIDELINES

ERRATA



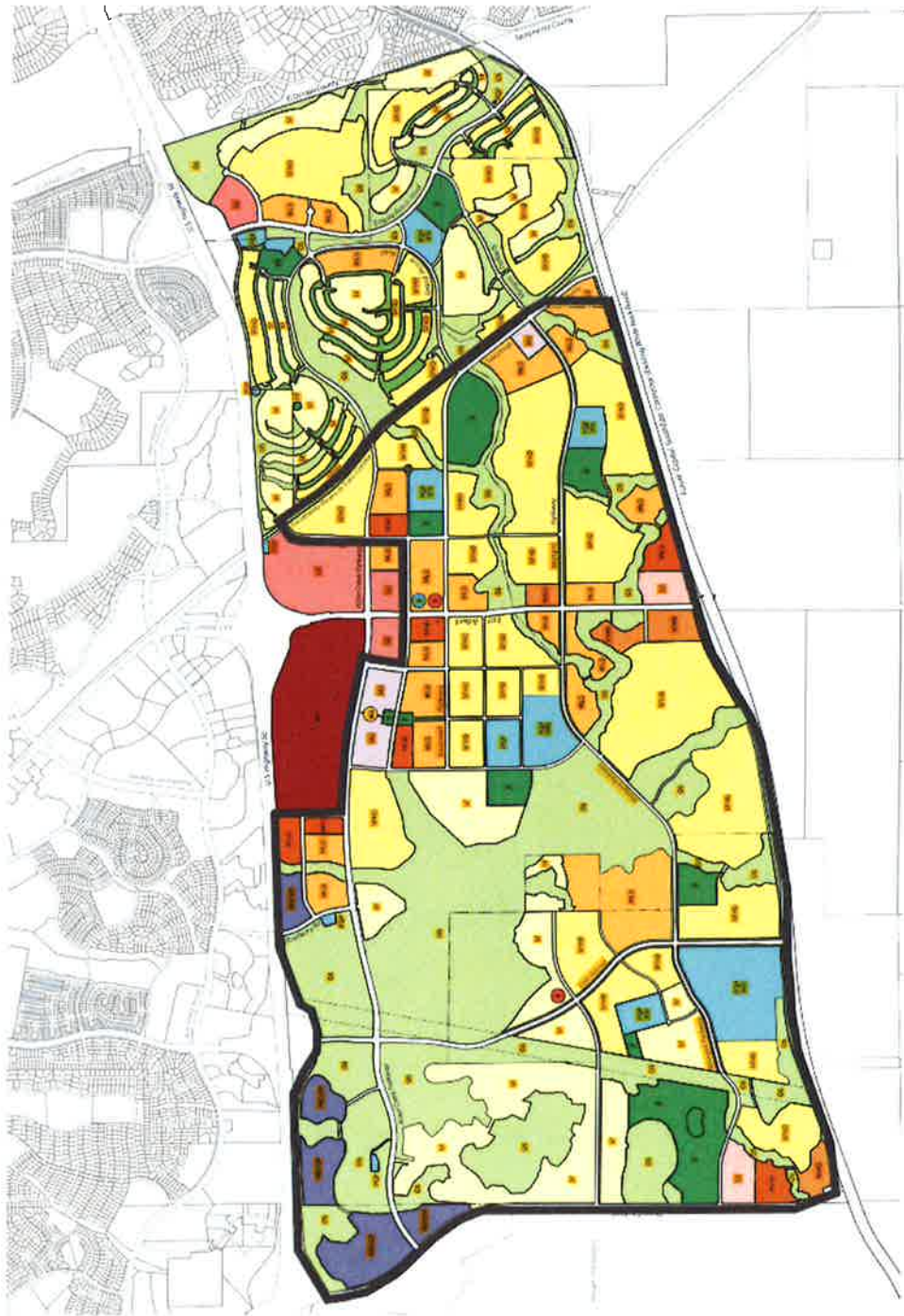
PURPOSE AND OBJECTIVE

The following changes to the Folsom Ranch, Central District Design Guidelines are submitted to reflect the most recent land plan. Additional enhancements to the Architectural Guidelines have been made to further clarify the architectural styles, elements, and details related to single family home designs within Folsom Ranch. The goal of ensuring a high-quality and aesthetically cohesive environment throughout the Folsom Ranch community remains the highest priority for the project.

FOLSOM RANCH, CENTRAL DISTRICT DESIGN GUIDELINES (MAY 2015) ERRATA SHEET (JANUARY 2018)

SECTION # PAGE #	DESCRIPTION
Section 1 Page 2	Figure 1.2 has been updated to reflect the current location of the entire Folsom Ranch planned area.
Section 1 Page 3	Table 1.1 has been updated to reflect the current land plan for Folsom Ranch.
Section 1 Page 3	Figure 1.3 has been updated to reflect the current Folsom Ranch Boundary and Land use plan. (See page 20 of addendum)
Section 2 Page 12	The list of appropriate architectural styles has been updated to include Agrarian Contemporary.
Section 2 Page 14	Changed bullet related to roof forms for Spanish Colonial style to read : Roof forms are typically comprised of a main front to back gable with front facing gables. The predominantly gable and shed roofs have tight rakes and 18" eaves. Designers are encouraged to limit use of conical roofs on circular towers, or hip roofs over terrace areas. Typical roof pitch of 4:12
Section 2 Page 16	Modified bullet related to roof forms for Western Farmhouse to read : Roof forms with steeper pitch (6:12 – 8:12) is encouraged. A dominant forward facing gable roof provides architectural distinction and is a preferred element. Flat concrete roof tiles or equal.
Section 2 Page 18	Modified bullet related to roof forms for Craftsman to read : Roof forms are typically side-to-side gable with cross gables. Use of secondary masses with 18" rake and 18" – 24" eaves provides the architectural distinction of this style and is highly encouraged.
Section 2	Page 21 added to provide guidelines for Agrarian Contemporary architectural style.

LAND USE



Land Use Legend

SF	Single Family 1 - 4 DU/AC
SFHD	Single Family High Density 4 - 7 DU/AC
MILD	Multi-Family Low Density 7 - 12 DU/AC
MIMC	Multi-Family Medium Density 12 - 20 DU/AC
MIMH	Multi-Family High Density 20+ DU/AC
MU	Mixed Use 3 - 30 DU/AC
IND/OFP	Industrial/Office Park
CC	Community Commercial
GC	General Commercial
RC	Regional Commercial
P	Parks (Public)
PP	Parks (Private)
POP	Public/Quasi-Public
OS	Open Space (Measure W)
OS+	Open Space (Non-Measure W)
FS	Fire Station
PS	Police Substation
MS	Municipal Services Center



Figure 4.1

Attachment 19

Mangini Ranch Phase 2 Subdivision CEQA Exemption and Streamlining Analysis (Bound Separately)

Attachment 20

Mitigation Monitoring and Reporting Program for
Westland-Eagle Specific Plan Amendment

Table 1: Mitigation Monitoring and Reporting Plan for the Westland/Eagle Area of the Folsom Plan Area Specific Plan (The Westland/Eagle Specific Plan Amendment to the Folsom Plan Area Specific Plan was approved in September 2015)				
Mitigation Measure	Timing	Implementation	Enforcement	Compliance/Notes
<p>3A.1 – Aesthetics</p> <p>Mitigation Measure 3A.1-1: 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.</p> <p>Mitigation Measure 3A.1-4: 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. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	<p>1. Plans and specifications: before approval of grading plans and building permits</p> <p>2. Construction: before the approval of occupancy permits associated with residential and commercial units</p> <p>3. Maintenance: in perpetuity</p> <p>Before approval of grading plans and during construction for all project phases.</p>	<p>Project applicant(s) for any particular discretionary development application adjacent to U.S. 50.</p> <p>Project applicant(s) for any particular discretionary development application.</p>	<p>City of Folsom Community Development Department</p> <p>1. For those improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For the two local roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Community Services Department. 3. For the U.S. 50 interchange improvements: Caltrans.</p>	

Table 1: Mitigation Monitoring and Reporting Plan for the Westland/Eagle Area of the Folsom Plan Area Specific Plan
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Mitigation Measure	Timing	Implementation	Enforcement	Compliance/Notes
<p>Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> • Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan 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. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. • Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. • Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. • Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. • Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. 	<p>Before approval of building permits</p>	<p>Project applicant(s) for any particular discretionary development application.</p>	<p>1. For all on-site and off-site facilities that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For the off-site detention basin: Sacramento County Planning Department. 3. For the two local roadways off-site into El Dorado Hills: El Dorado County Community Services Department.</p>	

Table 1: Mitigation Monitoring and Reporting Plan for the Westland/Eagle Area of the Folsom Plan Area Specific Plan
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<p>● 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.</p> <p>A lighting plan for 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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				
<p>3A.2 – Air Quality</p> <p>Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</p> <p>To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> ● Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ● 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). 	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>The project applicant(s) of all project phases.</p>	<p>City of Folsom Community Development Department</p>	

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<ul style="list-style-type: none"> • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> • Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. • Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. • Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> • Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. • Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. • Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. <p>Enhanced Exhaust Control Practices</p> <ul style="list-style-type: none"> • 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, 				

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<p>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 non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> • if at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits. 				
<p>Mitigation Measure 3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-site Elements.</p>	<p>Before the approval of all grading plans by the City and</p>	<p>The project applicant(s) of</p>	<p>The City of Folsom Community Development</p>	

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<p>Implementation of the Proposed Project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed.</p> <p>Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. 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</p>	<p>throughout project construction for all project phases.</p>	<p>all project phases.</p>	<p>Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>	

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<p>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 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.)</p>				
<p>Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements</p> <p>Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.</p>	<p>Before the approval of all grading plans by the City.</p>	<p>The project applicant(s) responsible for construction of each off-site element in Sacramento County.</p>	<p>1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department. 2. For the U.S. 50 interchange improvements: Caltrans.</p>	
<p>Mitigation Measure 3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-site Elements located in Sacramento County.</p> <p>The applicants responsible for the construction of each off-site element in Sacramento County shall require their contractors to implement SMAQMD's Basic Construction Emission Control Practices during construction. A list of SMAQMD's Basic Construction Emission Control Practices is provided under Mitigation Measure 3A.2-1a.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans) to implement SMAQMD's Basic Construction Emission Control Practices or comparable feasible measures.</p>	<p>Before the approval of all grading plans from SMAQMD.</p>	<p>The project applicant(s) responsible for constructing the roadway connections in El Dorado County.</p>	<p>El Dorado County Development Services Department.</p>	

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<p>Mitigation Measure 3A.2-1e: Implement EDCAQMD-Recommended Measures for Controlling Fugitive PM10 dust During Construction of the Two Roadway Connections in El Dorado County.</p> <p>Prior to construction of each roadway extension in El Dorado County, the applicants or its contractors shall develop a fugitive dust control plan that is approved by EDCAQMD and the applicants shall require their contractors to implement the dust control measures identified in the EDCAQMD-approved fugitive dust control plan. The fugitive dust control plan shall contain measures that are recommended by EDCAQMD at the time the plan is developed, which may include, but is not limited to, the current list of EDCAQMD-recommended dust control measures provided in Table 3A.2-5 below.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County).</p>	Before the approval of grading plans by EDCAQMD.	The project applicant(s) responsible for constructing the roadway connections in El Dorado County.	El Dorado County Development Services Department.											
<p>Table 3A.2-5</p> <p>EDCAQMD-Recommend Fugitive Dust Control Measures</p> <table border="1"> <thead> <tr> <th>Source</th> <th>Mitigation Measure</th> </tr> </thead> <tbody> <tr> <td>Soil Piles</td> <td>Enclose, cover, or water twice daily all soil piles Automatic sprinkler system installed on soil piles</td> </tr> <tr> <td>Exposed Surface/Grading</td> <td>Water all exposed soil twice daily Water exposed soil with adequate frequency to keep soil moist at all times</td> </tr> <tr> <td>Truck Hauling Road</td> <td>Water all haul roads twice daily Pave all haul roads</td> </tr> <tr> <td>Truck Hauling Load</td> <td>Maintain at least two feet of freeboard Cover load of all haul/dump trucks securely</td> </tr> </tbody> </table> <p>Source: Table 4.12 of EDCAQMD's Guide to Air Quality Assessment (EDCAQMD 2002).</p>					Source	Mitigation Measure	Soil Piles	Enclose, cover, or water twice daily all soil piles Automatic sprinkler system installed on soil piles	Exposed Surface/Grading	Water all exposed soil twice daily Water exposed soil with adequate frequency to keep soil moist at all times	Truck Hauling Road	Water all haul roads twice daily Pave all haul roads	Truck Hauling Load	Maintain at least two feet of freeboard Cover load of all haul/dump trucks securely
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Truck Hauling Load	Maintain at least two feet of freeboard Cover load of all haul/dump trucks securely													
<p>Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.</p> <p>Implement SMAQMD's Enhanced Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NOX emissions generated by</p>	Before the approval of all grading plans from the respective air district (i.e., SMAQMD or EDCAQMD).	The project applicant(s) responsible for construction of each off-site	1. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.											

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<p>construction of all off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).</p>		<p>element in Sacramento and El Dorado counties.</p>	<p>2. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 3. For the U.S. 50 interchange improvements: Caltrans.</p>	
<p>Mitigation Measure 3A.2-1g: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements. The off-site elements could result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the responsible project applicant(s) for each off-site element in Sacramento County shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in Sacramento County for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. This calculation shall occur if the City/USACE certify the EIR/EIS and select and approves the Proposed Project or one of the other four other action alternatives, the City, Sacramento County, and the applicants establish the phasing by which construction of the off-site elements would occur, and the applicants develop a detailed construction schedule. Calculation of fees associated with each off-site element shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of respective grading plans by Sacramento County. The project applicant(s) responsible for each off-site element in Sacramento County shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any</p>	<p>Before the approval of each grading plan for the off-site elements in Sacramento County.</p>	<p>The project applicant(s) of all off-site elements in Sacramento County.</p>	<p>1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD. 2. For the U.S. 50 interchange improvements: Caltrans shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid</p>	

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<p>ground disturbance occurs for any project phase. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees for construction of the off-site elements would vary according to the timing and potential overlap of construction schedules for off-site elements. This measure applies only to those off-site elements located in SMAQMD's jurisdiction (i.e., in Sacramento County) because EDCAQMD does not offer a similar off-set fee program for construction-generated NOX emissions in its jurisdiction. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>			<p>the appropriate off-site mitigation fee to SMAQMD.</p>	
<p>Mitigation Measure 3A.2-1h: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</p> <p>Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM10 emissions pursuant to SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). SMAQMD emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the project applicant(s) shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust</p>	<p>1. For all off-site improvements within Sacramento County: Before the approval of the respective grading plans from the Sacramento County Planning and Community Development Department</p> <p>2. For the U.S. 50 interchange improvements: Before the approval of construction plans from Caltrans</p>	<p>All detailed, project-level analysis shall be performed by the responsible lead agency or its selected consultant and funded by the project applicant(s). Implementation of the project-level modeling analysis and any necessary additional mitigation shall be fully funded by the project applicant(s)</p>	<p>1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department.</p> <p>2. For the U.S. 50 interchange improvements: Caltrans.</p>	

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<p>emission and fugitive PM10 dust emissions in accordance with SMAQMD guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices included in Mitigation Measure 3A.2-1a. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>		<p>responsible for each off-site improvement.</p>		
<p>Mitigation Measure 3A.2-2: 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 prohibition against the use of the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	<p>The project applicant(s) any particular discretionary development application.</p>	<p>City of Folsom Community Development Department.</p>	
<p>Mitigation Measure 3A.2-4a: 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</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>The project applicant(s) any particular discretionary development application.</p>	<p>City of Folsom Community Development Department.</p>	

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<p>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.</p> <p>Mitigation Measure 3A.2-4b: 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.</p> <ul style="list-style-type: none"> • 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. • 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: <ul style="list-style-type: none"> ○ 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 	<p>Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.</p>	<p>The project applicant(s) of all project phases.</p>	<p>City of Folsom Community Development Department.</p>	

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<p>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.</p> <ul style="list-style-type: none"> 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 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. 				
<p>Mitigation Measure 3A.2-5: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.</p> <p>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 (serpentine) 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.</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>The project applicant(s) of all project phases.</p>	<p>City of Folsom Community Development Department.</p>	
<p>Mitigation Measure 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measures:</p> <ul style="list-style-type: none"> 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 potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors. 	<p>Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.</p>	<p>The project applicant(s) of all project phases.</p>	<p>City of Folsom Community Development Department.</p>	

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<ul style="list-style-type: none"> • 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. • 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.) 				

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<p>3A.3 – Biological Resources</p> <p>Mitigation Measure 3A.3-1a: Mitigation for erosion impacts.*</p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant shall include a storm water drainage plan and an erosion and sediment control plan in the improvement plans and shall submit these plans to the City Public Works Department for review and approval. Before approval of these improvement plans, the project applicant shall obtain a National Pollutant Discharge Elimination System MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and storm water 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 within the FPASP area.</p> <p>The project applicant shall implement storm water quality treatment controls consistent with the Storm Water Quality Design Manual for Sacramento and South Placer Regions (Sacramento Stormwater Quality-Control Partnership 2007). 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 Environmental Protection Agency (EPA) to minimize impacts on water quality, hydrology, and stream geomorphology. Crossings of wetlands shall be done in accordance with the Section 404 permits which allow for free-spanning bridge systems, the use of bottomless culverts that do not alter the natural stream bed; and/or oversized box culverts that are backfilled with a natural substrate. Consistent with the USACE permits, where installation of box culverts is planned, restoration of a natural streambed/substrate shall be required. Details of all crossings shall be submitted to the USACE for approval prior to each phase of development.</p> <p>In addition to complying with City ordinances, the project applicant shall obtain a General Construction Storm Water Permit from the Central Valley Regional Water Quality Control Board (RWQCB), prepare a storm water pollution prevention plan (SWPPP), and implement best management practices (BMPs) to reduce water quality effects during construction.</p>	<p>Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.</p>	<p>Project applicant(s) of all project phases and on-site and off-site elements.</p>	<ol style="list-style-type: none"> 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Public Works Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans. 5. U.S. Army Corps of Engineers, Sacramento District. 6. Central Valley Regional Water Quality Control Board. 	

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<p>Each project phase shall result in no net change to peak flows into Alder Creek and associated tributaries, or to tributaries to Buffalo Creek, and Coyote Creek. The project applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, 10-, and 20-year storm events. These baseline conditions shall be used to develop monitoring standards for the storm water system within the project area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to the U.S. Army Corps of Engineers (USACE) and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to 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 five consecutive years without undertaking corrective measures to meet the performance standard.</p>				
<p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p> <p>Mitigation Measure 3A.3-1b: Implement Clean Water Act Section 404 Permits and Section 401 Water Quality Certifications.*</p> <p>Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all USACE necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State's Porter-Cologne Act and implement all permit conditions for the proposed Central Valley project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet (or lesser distance as approved by the applicable agencies) of waters of the U.S. or wetland habitats, including waters of the State, that potentially support federally listed species, or within 100 feet (or lesser distance as approved by the applicable agencies) of any other waters of the U.S. or wetland habitats, including waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or</p>	<p>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 MIMP must be approved before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after</p>	<p>Project applicant(s) for each discretionary development entitlement requiring fill of wetlands or other waters of the U.S. or waters of the state.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community</p>	

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<p>degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffer, shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley RWQCB, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to USACE shall also be copied concurrently to the City.</p> <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>	<p>construction, as required.</p>		<p>Development Department. 4. For the U.S. 50 interchange improvements: Caltrans. 5. U.S. Army Corps of Engineers, Sacramento District; Central Valley Regional Water Quality Control Board as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes and in compliance with the City's Grading Ordinance (Folsom Municipal Code 14.29), or appropriate county grading ordinance for off-site detention basin and roadway connections from Folsom Heights to El Dorado Hills.</p>	
<p>Mitigation Measure 3A.3-2a: Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.*</p> <p>*The actions required by this Mitigation Measure were broken into two separate Mitigation Measures (4.4-4 and 4.4-5) in the W/E SPA Addendum to FPASP EIR/EIS (see below).</p>	<p>Before the approval of grading and improvement plans, before any ground-disturbing activities, and during project construction as applicable for all project phases.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. California Department of Fish and Game. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community</p>	

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<p>Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan.</p> <p>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.</p> <p>The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, 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,</p>	<p>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.</p>	<p>Project applicant(s) of all project phases.</p>	<p>Development Department. 3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 4. For the U.S. 50 interchange improvements: Caltrans. 5. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p>	

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<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>				

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<p>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.</p> <p>if the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and 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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).</p>				
<p>Mitigation Measure 3A.3-2c: Conduct preconstruction Tricolored Blackbird Nesting surveys.*</p> <p>To avoid and minimize impacts to tricolored blackbird colonies, a qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (1 March - 31 August). The preconstruction survey shall be conducted within 500 feet of potential on-site suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation, within the ponds and Alder Creek. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird nesting activity is documented on-site, no further mitigation is required. If nesting activity is found, the qualified biologist shall consult CDFW to establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the</p>	<p>Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the U.S. 50 interchange improvements: Caltrans.</p>	

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<p>colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>If required by CDFW, the project applicant shall initiate incidental take permit process according to Section 2081 (b) and (c) of the California Fish and Game Code and shall prepare a mitigation plan as an attachment to the 2081 permit.</p> <p>Avoidance and minimization measures may include protective fencing around sensitive habitat within construction sites, preconstruction notification to CDFW, scientific reporting procedures when an animal is killed, injured, or trapped, compliance inspections and reports, directions for the acquisition and transfer of habitat management lands, and/or associated funding.</p> <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>				
<p>Mitigation Measure 3A.3-2d: Preconstruction bat roosting survey.*</p> <p>Before construction in any given phase, a pre-construction bat roost survey shall be conducted. A qualified biologist shall conduct a dusk emergence survey (start one hour before sunset and last three hours), followed by a pre-dawn re-entry survey (start one hour before sunrise and last for two hours), as well as a daytime visual inspection of all potential bat roosting habitat within the limits of construction. If no active bat roosts or sign are observed, construction may proceed. If no active special-species bat roosts are found, no further measures pertaining to special-species bats are necessary. If roosting special-species bats are found on-site during the surveys, construction activities shall avoid direct and indirect impacts to roosting sites through the establishment of a no-disturbance buffer of 100 feet around roost sites in consultation with CDFW. Clearing and grubbing adjacent to the roost site and lighting use near the roost site where it would shine on the roost or interfere with bats entering or leaving the roost shall be prohibited. Operation of internal combustion equipment, such as generators, pumps, and vehicles within 100 feet of the roost site shall be prohibited.</p> <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>	<p>Before the approval of removal or fill of the mine shaft on the SPA.</p>	<p>Project applicant(s) of all project phases containing potential bat roosting habitat.</p>	<p>City of Folsom Community Development Department.</p>	
<p>Mitigation Measure 3A.3-2e: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of Vernal Pool Habitat.</p>	<p>Before the approval of any grading or improvement plans,</p>	<p>Project applicant(s) of all project</p>	<p>1. U.S. Fish and Wildlife Service.</p>	

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<p>The project applicant(s) for all project phases shall obtain an incidental take permit under Section 10(a) of ESA. 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 approval from USFWS), until a BO has been issued by USFWS and the project applicant(s) have abided by conditions in the BO (including all conservation and minimization measures). Conservation and minimization measures are likely to include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction.</p> <p>Under the No Federal Action Alternative, interagency consultation under Section 7 of ESA would not occur; therefore, the project applicant(s) would be required to develop a habitat conservation plan to mitigate impacts on Federally listed vernal pool invertebrates. The project applicant(s) shall complete and implement, or participate in, a habitat conservation plan that shall compensate for the loss of acreage, function, and value of affected vernal pool habitat. The habitat conservation plan shall be consistent with the goals of the Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon (USFWS 2005) and must be approved by USFWS.</p> <p>The project applicant(s) for all project phases 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. The land used to satisfy this mitigation measure shall be protected through a fee title or conservation easement acceptable to the City and USFWS.</p> <p>The project applicant(s) for all project phases shall identify the 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 in support of a lesser indirect impact distance. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve 2 wetted acres of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat. 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, and before any ground-disturbing activity within 250 feet of the habitat. 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.</p>	<p>before any ground-disturbing activities within 250 feet of said habitat, and on an ongoing basis throughout construction as applicable for all project phases as required by the habitat conservation plan and/or BO.</p>	<p>phases and on-site and off-site elements.</p>	<p>2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 4. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 5. For the U.S. 50 interchange improvements: Caltrans.</p>	

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<p>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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties or Caltrans).</p>				
<p>Mitigation Measure 3A.3-2f: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of VELB Habitat.</p> <p>As long as valley elderberry longhorn beetle remains a species protected under ESA, the project applicant(s) of all project phases containing elderberry shrubs shall obtain an incidental take permit under Section 10(a) of ESA for valley elderberry longhorn beetle. No project construction shall proceed in areas potentially containing valley elderberry longhorn beetle until a BO has been issued by USFWS, and the project applicant(s) for all project phases have abided by all pertinent conditions in the take permit relating to the proposed construction, including all conservation and minimization measures. Conservation and minimization measures are likely to include preparation of supporting documentation that describes methods for relocation of existing shrubs and maintaining existing shrubs and other vegetation in a conservation area. Under the No Federal Action Alternative, interagency consultation under Section 7 of ESA would not occur; therefore, the project applicant(s) would be required to develop a habitat conservation plan to mitigate impacts on valley elderberry longhorn beetle. The project applicant(s) shall complete and implement a habitat conservation plan that will compensate for the loss of valley elderberry longhorn beetle. Relocation of existing elderberry shrubs and planting of new elderberry seedlings shall be implemented on a no-net-loss basis. Detailed information on monitoring success of relocated and planted shrubs and measures to compensate (should success criteria not be met) would also likely be required in the BO. Ratios for mitigation of valley elderberry longhorn beetle habitat will ultimately be determined through the ESA Section 10(a) consultation process with USFWS, but shall be a minimum of "no net loss."</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be coordinated by the</p>	<p>Before the approval of any grading or improvement plans or any ground-disturbing activity within 100 feet of valley elderberry longhorn beetle habitat as applicable for all project phases, and on an ongoing basis as required by the habitat conservation plan and/or BO.</p>	<p>Project applicant(s) of all project phases potentially containing elderberry shrubs.</p>	<ol style="list-style-type: none"> 1. U.S. Fish and Wildlife Service 2. City of Folsom Community Development Department. 3. For the U.S. 50 interchange improvements: Caltrans. 	

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<p>project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans).</p> <p>Mitigation Measure 3A.3-2g: 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 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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>Before the approval of any grading or improvement plans, before any ground-disturbing activities within 250 feet of said 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.</p>	<p>Project applicant(s) of all project phases.</p>	<ol style="list-style-type: none"> 1. U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 4. For the U.S. 50 interchange improvements: Caltrans. 5. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 	

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<p>identify the 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).</p>				
<p>Mitigation Measure 3A.3-2h: Valley Elderberry Longhorn Beetle avoidance and minimization measures.* The applicant shall comply with all applicable conservation measures as detailed in the Conservation Guidelines for the Valley Elderberry Longhorn Beetle for translocation of the one elderberry shrub (USFWS 1999). The applicant shall comply with all requirements of the Biological Opinion issued by USFWS for the FPASP (USFWS 2014) before construction can commence within 100 feet of elderberry shrubs. *This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>	<p>Before the approval of any grading or improvement plans or any ground-disturbing activity within 100 feet of valley elderberry longhorn beetle habitat as applicable for all project phases, and</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community</p>	

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<p>Mitigation Measure 3A.3-3: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation.</p> <p>To mitigate for the potential loss or degradation of special-status plant species and habitat, the project applicant(s) for any particular discretionary development application shall adhere to the requirements described below.</p> <ul style="list-style-type: none"> The project applicant(s) for any particular discretionary development application, including the proposed off-site elements, shall retain a qualified botanist to conduct protocol level preconstruction special-status plant surveys for all potentially occurring species. Preconstruction special-status plant surveys shall not be required for those portions of the SPA that have already been surveyed according to DFG and USFWS guidelines. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to USFWS, DFG, the City of Folsom, Caltrans (for interchange improvements to U.S. 50), El Dorado County (for roadway connections in El Dorado County), and Sacramento County (for the off-site detention basin) and no further mitigation shall be required. If special-status plant populations are found, the project applicant(s) of affected developments shall consult with DFG and USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals. If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to Caltrans (for interchange improvements to U.S. 50), El Dorado County (for impacts in roadway connections in El Dorado County), Sacramento County (for impacts in the off- 	<p>on an ongoing basis as required by BO.</p> <p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase, including off-site elements.</p>	<p>Project applicant(s) of all project phases and on-site and off-site elements.</p>	<p>Development Department. 3. For the U.S. 50 interchange improvements: Caltrans.</p> <p>1. U.S. Fish and Wildlife Service, California Department of Fish and Game. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 4. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 5. For the U.S. 50 interchange improvements: Caltrans.</p>	

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<p>site detention basin footprint), or the City of Folsom (for on-site impacts and all other off-site elements), for review and approval. It shall be submitted concurrently to DFG or USFWS, as appropriate depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off site.</p> <ul style="list-style-type: none"> • If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements. • If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation on long term viable populations. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).</p>				
<p>Mitigation Measure 3A.3-4a: Implement Section 1602 Streambed Alteration Agreement.* The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of CDFW jurisdictional features within the project and Wildlife site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to CDFW 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.</p>	<p>Before the approval of grading or improvement plans or any construction activities (including clearing and grubbing) that affect the bed and bank or riparian and freshwater marsh habitat associated</p>	<p>Project applicant(s) of all project phases and the off-site Prairie City Road and Oak Avenue interchange improvements.</p>	<p>1. California Department of Fish and Game, 2. City of Folsom Community Development Department. 3. Caltrans for interchange</p>	

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<p>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to CDFW jurisdiction. The agreement shall be executed by the owner/applicant and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under CDFW jurisdiction.</p> <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>	<p>with Alder Creek and other on-site or off-site drainage channels and ponds.</p>		<p>Improvements to U.S. 50.</p>	
<p>Mitigation Measure 3A.3-4b: Valley Needlegrass avoidance and minimization measures.*</p> <p>Prior to ground-breaking activities including grading or construction, high visibility construction fencing should be placed around all Valley needlegrass grassland to be preserved. The construction fencing should not be removed until completion of construction activities.</p> <ul style="list-style-type: none"> • All Valley needlegrass grassland areas slated for removal should be replaced at a 1:1 acreage on-site within the preserve areas. • Needlegrass plants in areas slated for removal should be salvaged, to the extent feasible, and replanted within the preserve areas. If this is infeasible, then seedlings/saplings from a local nursery should be obtained. • A mitigation plan outlining methods to be used, success criteria to be met, and adaptive management strategies will be completed prior to project construction. <p>At a minimum, unless agreed upon otherwise with regulatory agencies, the Valley needlegrass grassland creation areas shall be monitored twice annually for the first year and once annually for the four subsequent years for a total of five years; success criteria shall be established to ensure an 80 percent success rate is met by the fifth year, and adaptive management techniques shall be implemented to ensure that the 80 percent success rate is met by the fifth year or as otherwise agreed upon in consultation with CDFW. This plan may be combined with the Operations and Management Plan for the open space preserves.</p> <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>	<p>Before approval of grading or improvement plans or any ground-disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>Project applicant(s) for any particular discretionary development application affecting valley needlegrassland.</p>	<p>1. California Department of Fish and Game, 2. City of Folsom Community Development Department.</p>	
<p>Mitigation Measure 3A.3-5: Oak woodlands mitigation.*</p>	<p>Before approval of grading or</p>	<p>Project applicant(s) of</p>	<p>1. City of Folsom Community</p>	

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<p>To fully mitigate for impacts to oak woodlands, the project applicant shall implement one or more of the mitigation measures listed below. Together, the mitigation measures will permanently protect approximately of 396.52-acres of existing FPASP oak woodlands and create approximately of 245.63-acres of new oak woodland habitat either on-site or with a combination of on-site and off-site location(s). The combined total of existing preserved oak woodlands and newly created oak woodlands will equal approximately 642 acres. The final area (acres) of preserved and newly created oak woodlands may be adjusted on a project-by-project basis at the time of tentative parcel or subdivision map approval to compensate for minor changes in oak woodland and isolated oak tree canopy impacts.</p> <p>Option 1: Preserve Existing Plan Area Oak Woodlands The FPASP shall permanently preserve and protect approximately 396.52-acres of existing oak woodlands. This figure represents 62 percent of the existing woodland habitat and 65 percent of the existing oak canopy in the FPASP area.</p> <p>Option 2: Create Oak Woodlands within the Plan Area Plant a combination of oak acorns, seedlings and oak trees (refer to Oak Woodlands Mitigation Planting Criteria below) within the boundaries of the Plan Area to create approximately 245.63-acres of new oak woodland habitat in the following locations (refer to Open Space Management Plan for allowable planting locations):</p> <ul style="list-style-type: none"> • non-wooded areas that are adjacent to or within the existing oak woodland habitat, • preserve and passive open space zones throughout the Plan Area, • open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e., catch slopes) and/or • other practical locations within the Plan Area adjacent to open space. <p>Option 3: preserve and Protect Existing Off-site Oak Woodlands Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of on-site mitigation measures if necessary. The off-site locations shall be managed as oak woodland habitat in perpetuity.</p> <p>Option 4: Create Oak Woodlands Off-site Plant a combination of oak acorns, seedlings and oak trees at off-site location(s), if needed, following the same guidelines as outlined in the Oak Woodland Mitigation Planting Criteria below. Planted areas shall be placed under conservation easements and managed as oak woodlands in perpetuity.</p> <p>Oak Woodlands Mitigation Planting Criteria</p>	<p>Improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees or oak woodland.</p>	<p>all project phases and off-site elements affecting blue oak woodland and protected trees.</p>	<p>Development Department. 2. Caltrans for interchange improvements to U.S. 50.</p>	

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<p>A minimum of 55 planting sites per acre (with a total of 70 units) will be required with additional minimum requirements of #1, #5 and #15 container plantings. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have minimum of 35 planting sites per acre. Plantings shall have unit values as outlined below:</p> <ul style="list-style-type: none"> • one established acorn equals one unit (acorns will be over planted to maximize potential germination), • one oak seedling in a #1 container equals two units (minimum of 10 percent required), • one #5 container oak tree equals three units (minimum of 10 percent required), • one #15 container oak tree equals four units (minimum of 10 percent required), • one 24-inch boxed oak tree equals six units, and • one transplanted oak tree equals four units per trunk diameter inch (diameter at breast height [DBH]). <p>The planting of non-oak species shall be required as a component of oak woodland mitigation to augment the overall habitat value of these areas. Appropriate non-oak species shall be determined by the city at the time of mitigation planting. Each non-oak planting will represent unit values as described above for oak trees, but no more than 10 percent of planting may be non-oak species to count as mitigation.</p> <p>Ratios of planting types will vary based upon site-specific conditions which would require an evaluation of several factors including irrigation needs, access, soil types, and evidence of natural oak recruitment. Some areas may be determined (in consultation with the city arborist) to be best suited for acorn planting only. These areas shall not be subject to the minimum planting requirement of #1, #5 and #15 container stock.</p> <p>Mitigation acreage shall be monitored for eight years to ensure that a minimum of 80 percent of planted unit values are successfully established. Trees surviving after 8 years, with a minimum of 3 years without maintenance or irrigation shall be considered successfully established.</p> <p>Isolated Oak Tree Mitigation</p> <p>Isolated oak trees in commercial and residential development parcels may be removed according to the following criteria:</p> <ul style="list-style-type: none"> • Trees rated 0 or 1 may be removed with no mitigation. • Trees rated 2 may be removed with 50 percent of required mitigation. • Trees rated 3, 4 or 5 may be removed at full required mitigation. <p>Isolated Oak Tree Mitigation Planting Criteria</p>				

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<p>For every one (1) diameter inch of removed oak tree, the mitigation shall be either:</p> <ul style="list-style-type: none"> • One half of a 24-inch boxed oak tree or, • One oak tree in a #15 container or, • Two oak trees in #5 containers or, • \$150 or a fee set by Folsom City Council resolution. <p>Replacement trees may be located within the boundaries of any development parcel, natural parkway, landscape corridor or passive or preserve open space zone.</p> <ul style="list-style-type: none"> • Native oak trees transplanted within the Plan Area will be granted double mitigation credit. <p>Exceptions</p> <ul style="list-style-type: none"> • Isolated oak trees 24-inch (DBH) in diameter or larger, or a multi-trunked oak trees with an aggregate diameter of 40-inches or more (DBH) with a rating of 3 to 5 shall be retained unless retaining walls greater than 4-feet in height are required to save the tree. • Isolated oak trees 12-inch (DBH) to 24-inch (DBH) in diameter with a rating of 4 or 5 shall be retained unless retaining walls greater than 4-feet in height are required to save the tree. Trees with a rating of 2 or 3 may be removed if the cost to preserve the tree is greater than the cost to mitigate its loss based on the Isolated Oak Tree Mitigation Planting criteria above. • Isolated oak trees 5-inch (DBH) to 12-inch (DBH) in diameter with a rating of 4 or 5 shall be retained unless the cost to preserve the tree is greater than the cost to mitigate its loss based on the Isolated Oak Tree Mitigation Planting criteria above. • Isolated oak trees 1-inch (DBH) to 5-inch (DBH) in diameter that are preserved may be credited against oak tree mitigation requirements as follows: <table border="1" data-bbox="1136 1113 1347 1743"> <thead> <tr> <th>Trunk Diameter of Tree to be Preserved</th> <th>Mitigation Tree Size Equivalent</th> </tr> </thead> <tbody> <tr> <td>1" or greater, but less than 2"</td> <td>1 - #15 container tree or 2- #5 container trees</td> </tr> <tr> <td>2" or greater, but less than 3"</td> <td>2 - #15 container trees</td> </tr> <tr> <td>3" or greater, but less than 4"</td> <td>3 - #15 container trees</td> </tr> <tr> <td>4" or greater, but less than 5"</td> <td>4 - #15 container trees</td> </tr> </tbody> </table>	Trunk Diameter of Tree to be Preserved	Mitigation Tree Size Equivalent	1" or greater, but less than 2"	1 - #15 container tree or 2- #5 container trees	2" or greater, but less than 3"	2 - #15 container trees	3" or greater, but less than 4"	3 - #15 container trees	4" or greater, but less than 5"	4 - #15 container trees				
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Table 1: Mitigation Monitoring and Reporting Plan for the Westland/Eagle Area of the Folsom Plan Area Specific Plan
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<p>Oak Woodlands & Isolated Oak Tree Planting & Maintenance Agreement A planting and maintenance agreement shall include a planting plan, planting and irrigation design details and a monitoring schedule for the 5-year establishment period. Trees surviving after 8 years, with a minimum of 3 years without maintenance or irrigation shall be considered successfully established. An annual monitoring report shall be completed by 1 December of each year, including a summary of needed corrections, a proposed work plan and notice of compliance. All needed corrections shall be completed within 100 calendar days of receipt of the annual monitoring report.</p> <p><i>Performance Security</i> Security or other financing mechanisms acceptable to the city shall be required to fulfill the planting and maintenance agreement.</p> <p><i>No Additional Mitigation</i> No additional oak woodlands and isolated oak tree canopy mitigation is required for subsequent tentative and final parcel maps, subdivision maps and infrastructure improvement projects that are in compliance with the mitigation requirements of this section, the FPASP Open Space Management Plan and the FPASP EIR/EIS.</p> <p><i>Variances</i> Requests for variances to the isolated oak tree mitigation described above shall follow the process outlined in Folsom Municipal Code chapter 17.62. Any variance request shall be given increased consideration by the city when the purpose of the variance is to preserve additional oak trees.</p> <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>				
<p>W/E SPA Mitigation Measure 4.4-1: Conduct environmental awareness training for construction employees. Before beginning construction activities, the project applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special status birds; and roosting habitat for special-status bats. The biologist shall 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 before moving them to ensure there are no lizards,</p>	<p>Before any ground-disturbing activities for any project phase.</p>	<p>Project applicant(s) of all project phases.</p>	<p>City of Folsom Community Development Department.</p>	

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<p>snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal Agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>				
<p>W/E SPA Mitigation Measure 4.4-2: Conduct preconstruction western spadefoot toad survey.</p> <p>Before ground breaking activities, the applicant shall comply with all conditions issued by the CDFW for the project. At minimum, the following shall occur:</p> <ul style="list-style-type: none"> • A preconstruction survey shall be conducted for Western spadefoot within 48 hours of the initiation of construction activity within suitable tadpole habitat (e.g., vernal pools, seasonal wetlands and drainages with standing water). Any Western spadefoot observed in the survey limits shall be reported to the CNDDDB. 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. <p>A qualified biological monitor(s) shall be present during construction to re locate any Western spadefoot in to suitable habitat up or downstream of the area of disturbance. Before construction, CDFW shall be notified of the intent to conduct Western spadefoot monitoring and potential relocation. Any Western spadefoot observed during biological monitoring activities shall be reported to the CNDDDB.</p>	<p>Before any ground-disturbing activities for any project phase.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. City of Folsom Community Development Department. 2. California Department of Fish and Wildlife.</p>	
<p>W/E SPA Mitigation Measure 4.4-3: Conduct preconstruction western pond turtle survey.</p> <p>Before ground breaking activities, the applicant shall comply with all conditions stipulated in the Lake and Streambed Alteration Agreement issued by the CDFW for the project as required under Mitigation Measure 3A.3-4a. The following shall occur:</p>	<p>Before any ground-disturbing activities for any project phase.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. City of Folsom Community Development Department. 2. California Department of Fish and Wildlife.</p>	

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<p>• A preconstruction survey shall be conducted for nesting pond turtle within 48 hours prior to the initiation of construction activities by a CDFW approved biologist. If nesting areas for pond turtles are identified within the survey limits, a buffer area determined in coordination with CDFW shall be established between the construction area and the nesting site. Any western pond turtles observed in the survey limits shall be reported to the CNDDDB.</p> <p>• A qualified biological monitor(s) shall be present during construction to relocate any western pond turtles in to suitable habitat up or downstream of the area of disturbance. Before construction, CDFW shall be notified of the intent to conduct western pond turtle monitoring and potential relocation. Any western pond turtles observed during biological monitoring activities shall be reported to the CNDDDB.</p>				
<p>W/E SPA Mitigation Measure 4.4-4: Conduct preconstruction Swainson's hawk and other raptor surveys.</p> <p>To mitigate impacts on Swainson's hawk and other raptors, a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project area if construction begins during March through August. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities/staging. 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 active/occupied nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW 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 CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest.</p>	<p>Before any ground-disturbing activities for any project phase.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. City of Folsom Community Development Department. 2. California Department of Fish and Wildlife.</p>	
<p>W/E SPA Mitigation Measure 4.4-5: Prepare and Implement Swainson's hawk mitigation plan.</p>	<p>Before any ground-disturbing activities for any project phase.</p>	<p>Project applicant(s) of</p>	<p>1. City of Folsom Community</p>	

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<p>To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant shall identify permanent impacts to foraging habitat and prepare and implement a Swainson's hawk mitigation plan including, but not limited to, the requirements described below.</p> <p>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first for each phase, the project applicant, to the satisfaction of the City, shall secure suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation (or other agreed upon ratio) of habitat value for Swainson's hawk foraging habitat that is permanently lost as a result of the project phase, as determined by the City after consultation with CDFW and a qualified biologist.</p> <p>The 1:1 ratio (or other agreed-upon ratio) shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 Department of Fish and Game's 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 (Swainson's Hawk Technical Advisory Committee 2000). These call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within one mile of an active nest site, 0.75:1 if over one mile but less than five miles, and 0.5:1 if over five miles and less than 10 miles from an active nest. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, or the transfer of fee title or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with CDFW, shall determine the appropriateness of the mitigation land.</p> <p>The project applicant shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW. After consultation with CDFW and the Conservation Operator, the City shall approve the content and form of the conservation easement. The City, CDFW, and the Conservation Operator shall each have the power to enforce the terms of the conservation</p>		<p>all project phases.</p>	<p>Development Department. 2. California Department of Fish and Wildlife.</p>	

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<p>easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, the project applicant, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p>				
<p>W/E SPA Mitigation Measure 4.4-6: Conduct preconstruction burrowing owl survey.</p> <p>To mitigate impacts on burrowing owl, a qualified biologist shall be retained to conduct preconstruction surveys to identify active burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012). Burrowing owls may be present on-site during any season.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors (during the non-breeding season) 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 during the breeding season (February 1-August 31) 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 a minimum of 50 meters (164 feet) of</p>	<p>Before any ground-disturbing activities for any project phase.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. City of Folsom Community Development Department. 2. California Department of Fish and Wildlife.</p>	

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<p>the burrow until young have fledged. During the nonbreeding season, once it is confirmed that there are no owls inside burrows, the burrows may be collapsed.</p> <p>W/E SPA Mitigation Measure 4.4-7: 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 (February 1 through August 31). If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	<p>Before any ground-disturbing activities for any project phase.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. City of Folsom Community Development Department. 2. California Department of Fish and Wildlife.</p>	
<p>3A.4 – Climate Change</p>				
<p>Mitigation Measure 3A.4-1: 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., 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</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.</p>	<p>Project applicant(s) during all discretionary development project phases and on-site and off-site elements.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For all on- and off-site project-related activities within the City of Folsom and Sacramento County. 3. For the two roadway extensions into El Dorado Hills: El Dorado County Development Services Department.</p>	

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<p>implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> • Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ○ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ○ 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). 				
<p>Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions.</p> <p>Each increment of new development within the project site requiring a discretionary approval (e.g., proposed tentative subdivision map, conditional use permit), shall be subject to a project-specific environmental review (which could support an applicable exemption, negative or mitigated negative declaration or project-specific EIR) and will require that GHG emissions from operation of each phase of development, including supporting roadway and infrastructure improvements that are part of the selected action alternative, will be reduced by an amount sufficient to achieve the 2020-based threshold of significance of 4.36 CO₂e/SP/year for development that would become operational on or before the year 2020, and the 2030-based threshold of significance of 2.86 CO₂e/SP/year for development that would become operational on or before the year 2030.</p> <p>The above-stated thresholds of significance may be subject to change if SMAQMD approves its own GHG significance thresholds, in which case, SMAQMD-adopted thresholds will be used. The amount of GHG reduction required to achieve the applicable significance thresholds will furthermore depend on existing and future regulatory measures including those developed under AB 32).</p>	<p>Before approval of final maps and building permits for all project phases, including all on- and off-site elements.</p>	<p>The project applicant(s) for any particular discretionary development.</p>	<p>City of Folsom Community Development Department.</p>	

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<p>For each increment of new discretionary development, the City shall submit to the project applicant(s) a list of potentially feasible GHG reduction measures to be considered in the development design. The City's list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, available incentives, and thresholds of significance that may be developed by SMAQMD, which will evolve under the mandate of AB 32 and Executive Order S-3-05. If the project applicant(s) asserts it cannot meet the 2020-based goal, then the report shall also demonstrate why measures not selected are considered infeasible. The City shall review and ensure inclusion of the design features in the proposed project before applicant(s) can receive the City's discretionary approval for the any increment of development. In determining what measures should appropriately be imposed by the City under the circumstances, the City shall consider the following factors:</p> <ul style="list-style-type: none"> • the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the SPA are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA; • the extent to which mobile-source GHG emissions, which at the time of writing this EIR/EIS comprise a substantial portion of the state's GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length; • the extent to which GHG emissions emitted by the mix of power generation operated by SMUD, the electrical utility that will serve the SPA, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by the federal and state governments that reduce GHG emissions from power generation; • the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB's implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions; • the extent to which other mitigation measures imposed on the project to reduce other air pollutant emissions may also reduce GHG emissions; 				

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<ul style="list-style-type: none"> the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs. <p>In considering how much, and what kind of, mitigation is necessary in light of these factors, the City shall consider the following list of options, though the list is not intended to be exhaustive, as GHG emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer's Association (CAPCOA) white paper, CEQA & Climate Change (CAPCOA 2009a); CAPCOA's Model Policies for Greenhouse Gases in General Plans (CAPCOA 2009b); and the California Attorney General's Office publication, The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level (California Attorney General's Office 2008).</p> <p>Energy Efficiency</p> <ul style="list-style-type: none"> Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%). Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes. <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces. Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. 				

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<ul style="list-style-type: none"> ● Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. ● Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. ● Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. ● Provide education about water conservation and available programs and incentives. ● To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers. <p>Solid Waste Measures</p> <ul style="list-style-type: none"> ● Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ● Provide interior and exterior storage areas for recyclables and green waste at all buildings. ● Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. ● Provide education and publicity about reducing waste and available recycling services. <p>Transportation and Motor Vehicles</p> <ul style="list-style-type: none"> ● Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing). ● Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). 				

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<ul style="list-style-type: none"> At industrial and commercial land uses, all forklifts, "yard trucks," or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption. 				
<p>Mitigation Measure 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.</p> <p>The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative</p>	<p>Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.</p>	<p>The project applicant(s) for any particular discretionary development application.</p>	<p>The City of Folsom Community Development Department.</p>	

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material should not be burned on- or off-site unless used as fuel in a biomass power plant.				
3A.5 Cultural Resources				
<p>Mitigation Measure 3A.5-1a: Comply with the Programmatic Agreement.* The PA for the proposed project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the NHPA. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p> <p>The project and all of its earlier components, including backbone and non-backbone portions of the property, have been subjected to cultural resources studies prepared under the PA and subsequent FAPA. Historical resources have been identified, significant impacts have been determined, and mitigation of significant impacts has been proposed through HPTPs (ECORP 2015b) all with concurrence by SHPO. The applicable mitigation measures from the HPTPs are provided below, relative to Mitigation Measure 3A.5-1b, 3A.5-2, and 3A.5-3.</p> <p>At the time of the submission of the summary report (April 2015), only a portion of the applicable HPTP's for the project have been implemented. Therefore, full compliance with this mitigation measure will be satisfied upon written approval from the USACE and/or SHPO of the documentation resulting from implementation of the applicable portions of the HPTPs for the Backbone, Carpenter Ranch, and Mangini Ranch.</p> <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>	<p>The PA shall be prepared and executed (signed) prior to issuance of any Federal permit or authorization for any aspect or component of the specific plan project.</p>	<p>USACE (or designee) and the project applicant(s) of all project phases (as directed by USACE)</p>	<p>USACE and the project applicant(s) of all project phases (as directed by USACE), with oversight by the SHPO.</p>	
<p>Mitigation Measure 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.* 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. Before ground</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>The applicable oversight agency and the project applicant(s) (at the agency's direction) of all project phases.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.</p>	

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<p>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 agency oversight, shall perform the following actions:</p> <ul style="list-style-type: none"> • 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 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 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 			<p>2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.</p> <p>3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p> <p>4. For the U.S. 50 interchange improvements: Caltrans.</p>	

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<p>documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.</p> <ul style="list-style-type: none"> 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 PA 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). <p>As stated and cited above, the Mangini Ranch and Carpenter Ranch projects, including backbone and non-backbone portions of the property, have been subjected to cultural resources studies prepared under the PA and subsequent FAPA. Historical resources have been identified with SHPO concurrence, preservation in place has been considered and maximized and remaining significant impacts have been determined with SHPO concurrence, mitigation of significant impacts has been proposed through HPTPs, and the HPMP has been revised and updated to incorporate the historic context.</p> <p>The applicable treatment measures specified in the HPTPs are in progress.</p> <p>Treatment 1: Landscape Mapping of Districts. Section 4.4 of the Backbone HPTP, Section 4.3 of the Carpenter Ranch HPTP, and Section 4.3 of the Mangini Ranch HPTP require low-level aerial photography and topographic mapping of the portions of the RDMD that fall within the FPASP. Because this district partly overlaps the SPA, compliance with this mitigation measure is required.</p> <p>Low-level aerial photography and lidar data collection was carried out in February 2012 for the majority of the project, and supplemental data meeting these standards was acquired August 2014 (collected spring 2008). All data were incorporated into the project's cultural GIS database maintained by ECORP Consulting, Inc. and updated boundaries for the districts and their contributing elements (California Department of Parks and Recreation or DPR records) have</p>				

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<p>been prepared and submitted to the USACE and NCIC. This treatment measure has been satisfied in full. Proof of compliance of the submission of the data to the USACE and NCIC (as applicable) shall be provided to the City.</p> <p>Treatment 2: Archival Research and Cultural Context. Section 4.4 of the Backbone HPTP, Section 4.3 of the Carpenter Ranch HPTP, and Section 4.3 of the Mangini Ranch HPTP require focused archival research and incorporation of information generated by implementation of the HPTP into the cultural context statement in the HPMP.</p> <p>Focused archival research was carried out as part of the preparation of the HPMP for the FPASP and applicable technical studies for the projects. This research was synthesized into the PHPS and later the HPMP, which were approved by the USACE with SHPO concurrence in June 2012. Because the HPMP is a living document that undergoes continual revision, proof of compliance with this treatment measure will be submission of draft interim revised text to the City of Folsom.</p> <p>Treatment 3: Public Interpretation. Section 4.4 of the Backbone HPTP, Section 4.3 of the Carpenter Ranch HPTP, and Section 4.3 of the Mangini Ranch HPTP require development of interpretive panels along public trails or at trailheads. The requirements for number and subject matter of interpretive panels under these requirements are as follows:</p> <ul style="list-style-type: none"> • Backbone HPTP: two panels for RDMD, one panel for the Alder Creek Corridor Mining District (not present within the SPA), and one panel for Native American culture; • Mangini Ranch HPTP: one panel for RDMD and one panel for Native American culture; and • Carpenter Ranch HPTP: two panels for RDMD. <p>The requirement for interpretive panels in the Backbone HPTP is already being satisfied by the overall FPASP ownership. However, the Mangini Ranch and Carpenter Ranch projects shall be required to develop and install the panels specified in the HPTPs, which collectively number three panels for RDMD and one panel for Native American culture.</p> <p>Treatment 4: Photo-Documentation of Contributing Elements. Section 4.3 of the Backbone HPTP pertains to the documentation requirements for cumulative impacts to the historic White Rock Road and Lincoln Highway. The HPTP states:</p> <ul style="list-style-type: none"> • Resolution of adverse effect to the White Rock Road and Lincoln Highway shall occur through a combination of focused archival research and field documentation. An expanded cultural context statement shall be developed and incorporated into the Historic Property Synthesis report. The cultural 				

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<p>context statement will include historic maps, or recreated historic maps, that show the routes of White Rock Road and the Lincoln Highway adjacent to the SPA during its period of significance.</p> <ul style="list-style-type: none"> Field documentation will include photo-documentation of the existing road alignments using black-and-white and color photography, and videography. The photo-documentation will be extensive enough to capture the setting, alignment, and association with adjacent features. It should be noted that this documentation has already been completed under the Backbone HPTP by the overall specific plan ownership. A copy of the completed and USAGÉ-approved documentation shall be submitted to the City as proof of compliance. <p>Treatment 4: Photo-Documentation of Contributing Elements. Section 4.4 of the Backbone HPTP, Section 4.3 of the Carpenter Ranch HPTP, and Section 4.3 of the Mangini Ranch HPTP require photodocumentation and updated site records for contributing elements to districts that will be significantly impacted by the project.</p> <p>Many of the contributing elements specified in Table 4 that require photo documentation have already been documented and submitted to the USACE for review and approval. The Applicants shall be required to provide proof of USCAE-approved documentation for each of the contributing elements to the City as proof of compliance.</p> <p>Treatment 5: HAER Documentation. Impacts to the Rhoades' Branch Ditch, Keefe-McDerby Mine Ditch, and Natomas Canal will require mitigation through preparation of Historic American Engineering Record (HAER) documentation, in accordance with Section 4.1 of the Backbone HPTP, Section 4.1 of the Carpenter Ranch HPTP, and Section 4.1 of the Mangini Ranch HPTP.</p> <p>As of the time of the preparation of the HPTP, HAER documentation for the Rhoades' Branch Ditch and KeefeMcDerby Mine Ditch is already underway by other permittees in the SPA. The HAER documentation includes the portions that fall within the SPA. HAER documentation has not been initiated for the Natomas Canal as of the time of the preparation of this summary. The Applicants shall be required to submit proof of acceptance of the HAER documentation for all three ditches from the USACE to the City as proof of compliance.</p> <p>Treatment 6: Data Recovery Excavation. Significant impacts to sites P-34-1771, -4612, -4722, and -177 4 will require mitigation in the form of data recovery, as specified in Section 4.2 of the Backbone HPTP, Section 4.2 of the Mangini Ranch HPTP, and Section 4.2 of the Carpenter Ranch HPTP.</p>				

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<p>As of the time of the preparation of this summary, the data recovery for sites P-34-4612 and -177 4 have been completed in conjunction with the implementation of the Backbone HPTP and the results are awaiting SHPO concurrence. The applicant shall be required to implement the data recovery program for sites P-34-1771 and -4722 and submit proof of acceptance from the USACE (via approval on the data recovery report or issuance of a notice to proceed with authorized fill under Stipulation 8 of the FAPA) to the City as proof of compliance.</p> <p>Treatment 7: Preservation. Impacts to the three prehistoric sites, P-34-1488, -1489, and -1490, and parts or all of historic sites -1744, -4612, -1742, and -1820, require preservation in perpetuity by Section 4.6 of the Mangini Ranch and Carpenter Ranch HPTPs through use of a cultural conservation easement and associated management. The applicant shall submit a copy of the fully executed deed of conservation easement(s) to the City as proof of compliance.</p> <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>	<p>Before and during ground-disturbing activities.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. For actions taken to satisfy the requirements of Section 106: the SHPO and USACE. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department. 4. For the detention basin west of Prairie</p>	
<p>Mitigation Measure 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.*</p> <p>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> • Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered. • As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. • Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any 				

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<p>construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant in coordination with USACE shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>In the event that unanticipated discoveries of additional Historic Properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> • The construction manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards 			<p>City Road: Sacramento County Planning and Community Development Department. 5. For the U.S. 50 interchange improvements: Caltrans.</p>	

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<p>specified in Section 2.2 of Attachment G of the HPMP (Westwood et al. 2013). The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</p> <ul style="list-style-type: none"> The USACE shall notify the 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 Backbone, Carpenter Ranch, and Mangini Ranch HPTPs require development and dissemination of a contractor awareness training program. The project shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials. <p>In addition, Section 4.5 of the Backbone HPTP, Section 4.4 of the Carpenter Ranch HPTP, and Section 4.4 of the Mangini Ranch HPTP require limited geoarchaeological monitoring during ground disturbing activities to 1.5 meters below surface, in specific localities found in the respective HPTPs. The applicant shall be required to submit to the City proof of compliance in the form of a memo of findings from the geoarchaeologist upon completion of the monitoring activities.</p>				
<p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p> <p>Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.*</p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the applicable 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</p>	<p>Upon the discovery of suspected human remains.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections in El Dorado Hills: El Dorado</p>	

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<p>must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050(c)).</p> <p>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an MLD 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 MLD has taken place. The MLD shall have at least 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 Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> • record the site with the NAHC or the appropriate Information Center, • use an open-space or conservation zoning designation or easement, or • record a document with the county in which the property is located. <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD 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 MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable</p>			<p>County Development Services Department.</p> <p>3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p> <p>4. For the U.S. 50 interchange improvements: Caltrans.</p>	

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<p>project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). The Backbone, Carpenter Ranch, and Mangini Ranch HPTs require development and dissemination of a contractor awareness training program. The applicant shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p> <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>				
<p>3A.7 Geology, Soils, Minerals, and Paleontological Resources</p> <p>Mitigation Measure 3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> • site preparation; • soil bearing capacity; • appropriate sources and types of fill; • potential need for soil amendments; • road, pavement, and parking areas; • structural foundations, including retaining-wall design; • grading practices; • soil corrosion of concrete and steel; • erosion/winterization; • seismic ground shaking; • liquefaction; and • expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>Project applicant(s) of all project phases.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department. 3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans.</p>	

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<p>geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>				
<p>Mitigation Measure 3A.7-1b: 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).</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>Project applicant(s) of all project phases.</p>	<ol style="list-style-type: none"> 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department. 3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans. 	
<p>Mitigation Measure 3A.7-3: 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</p>	<p>Before the start of construction activities.</p>	<p>Project applicant(s) of</p>	<ol style="list-style-type: none"> 1. For all project-related improvements that would be located 	

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<p>Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan.</p> <p>The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>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.</p> <p>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.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p>		<p>all project phases.</p>	<p>within the City of Folsom: City of Folsom Community Development Department.</p> <p>2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department.</p> <p>3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p>	

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<p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>				
<p>Mitigation Measure 3A.7-4: Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for all On-Site and Off-site Elements East of Old Placerville Road.</p> <p>Before the start of all construction activities east of Old Placerville Road, the project applicant(s) for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommended by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>	<p>Before or during earthmoving activities.</p>	<p>Project applicant(s) of all project phases for on-site and off-site elements east of Old Placerville Road.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department.</p>	
<p>Mitigation Measure 3A.7-5: Divert Seasonal Water Flows Away from Building Foundations.</p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	<p>Before or during earthmoving activities.</p>	<p>Project applicant(s) of all project phases</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department.</p>	

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<p>Mitigation Measure 3A.7-9: Conduct Soil Sampling in Areas of the SPA Designated as MRZ-3 for Kaolin Clay and if Found, Delineate its Location and Notify Lead Agency and the California Division of Mines and Geology.</p> <p>The project applicant(s) of all applicable project phases shall retain a licensed geotechnical or soils engineer to analyze soil core samples that shall be extracted from that portion of the SPA zoned MRZ-3 for kaolin clay, as shown on Exhibit 3A.7-3. In the event that kaolin clay is discovered, the City of Folsom, Sacramento County, and CDMG shall be notified. In addition, the approximate horizontal and vertical extent of available kaolin clay shall be delineated by the geotechnical or soils engineer.</p>	<p>Before issuance of building permits for development within the lone Formation.</p>	<p>Project applicant(s) of all project phases in the lone Formation.</p>	<p>City of Folsom Community Development Department, Sacramento County Planning and Community Development Department, California Division of Mines and Geology.</p>	
<p>Mitigation Measure 3A.7-10: 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.</p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> • Before the start of any earthmoving activities for any project phase in the lone or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. • If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. 	<p>During earthmoving activities in the lone and Mehrten Formations.</p>	<p>Project applicant(s) of all project phases within the lone and Mehrten Formations.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p>	

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<p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p> <p>3A.8 Hazards and Hazardous Materials</p>				
<p>Mitigation Measure 3A.8-2: 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.</p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> • Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. • Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, 	<p>Project applicant(s) of all project phases for any discretionary development application.</p>	<p>Before and during earthmoving activities.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Environmental Management Department. 3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate.</p>	

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<p>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.</p> <ul style="list-style-type: none"> 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. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				
<p>Mitigation Measure 3A.8-3a: Require the Project Applicant(s) to Cooperate with Aerojet and Regulatory Agencies to Preserve, Modify, or Close Existing Groundwater Monitoring Wells.</p> <p>The project applicant(s) for any particular discretionary development that would occur in or adjacent to the Area 40 boundary shall consult with Aerojet, EPA, DTSC, and/or the Central Valley RWQCB or any successor in interest to establish the preservation, modification, or closure of existing groundwater monitoring wells. If necessary, Aerojet, or any successor may purchase lots or obtain access agreements from the project applicant(s) to maintain access to monitoring wells and/or remediation systems. If groundwater wells are to be affected by proposed tentative maps, then the project applicant(s) or successors shall provide the City with evidence that the relocation, modification, or closure of the well(s) is approved by the appropriate agencies as part of the City's final map approval process and before development.</p> <p>The project applicant(s) for activities related to the off-site detention basin located outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) with Sacramento County.</p>	<p>Ongoing to the satisfaction of EPA DTSC and/or the Central Valley RWQCB.</p>	<p>Project applicant(s) for activities that would occur in the Area 40 boundary or on areas used for groundwater monitoring and other remediation activities.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p>	
<p>Mitigation Measure 3A.8-3b: Coordinate Development Activities to Avoid Interference with Remediation Activities.</p> <p>The project applicant(s) for any particular discretionary development that would occur in or adjacent to the Area 40 boundary shall provide notice to Aerojet or any successor in interest and DTSC, the Central Valley RWQCB, and the City of Folsom</p>	<p>Before the approval of grading plans and during construction activities within the Area 40 boundary, off-</p>	<p>Project applicant(s) for activities within the Area 40 boundary or on</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom</p>	

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<p>of the location, nature, and duration of construction activities least 30 days before construction activities begin in areas on or near property with current or planned remediation activities (Area 40). Remedial actions, as required by DTSC, RWQCB, and/or the EPA, may include, but are not limited to:</p> <ul style="list-style-type: none"> • deed restrictions on land and groundwater use; • requirements for building ventilation, heating, and air conditioning design; • monitoring; • installation of vertical barriers; • biological, chemical, and/or physical treatment; • extraction or excavation; and/or • pump and treat activities. <p>Before the approval of grading plans which include areas within the Area 40 boundary or the off-site detention basin, the project applicant(s) shall consult with Aerojet, EPA, DTSC, and/or the Central Valley RWQCB or any successor to schedule the timing of construction activities to prevent potential conflicts with investigation and remediation activities.</p> <p>The project applicant(s) for activities related to the off-site detention basin located outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) with Sacramento County.</p>	<p>site detention basin, or on lands used for monitoring or other remediation-related activities.</p>	<p>lands used for monitoring or other remediation-related activities.</p>	<p>Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 3. U.S. Environmental Protection Agency, California Department of Toxic Substances Control, and/or Central Valley Regional Water Quality Control Board, Aerojet General Corporation, as appropriate.</p>	
<p>Mitigation Measure 3A.8-3c: Provide Written Notification to the City that, as required by EPA, DTSC, and the Central Valley RWQCB, -Required Notification Obligations and/or Exemptions Have Been Fulfilled to Ensure that Construction Activities Do Not Interfere with Remedial Actions.</p> <p>Pursuant to their oversight over investigations of hazardous substances and determination of remedial action, EPA and/or DTSC establish, as appropriate, deed restrictions (e.g., restrictions on future groundwater uses or future land uses) or easements (e.g., continued access to groundwater wells and pipelines) on property with associated notice requirements. The project applicant(s) for all such affected project activities, located within the Area 40 boundary, the off-site detention basin, or lands subject to monitoring or other remediation activities shall provide notification in writing to the City (or Sacramento County for the off-site detention basin) that said required notification obligations have been fulfilled. Evidence of the method of notification required by EPA and/or DTSC shall be submitted to the City before approval of tentative maps or improvement plans.</p>	<p>Before approval of final maps and/or issuance of permits for sales trailers and model homes within the Area 40 boundary, the off-site detention basin, or lands subject to monitoring or other remediation activities.</p>	<p>Project applicant(s) for activities that would occur in the Area 40 boundary or on areas used for groundwater monitoring and other remediation activities.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p>	

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<p>The project applicant(s) for such affected project activities shall coordinate with the City to include this provision as part of tentative map approval within the Area 40 boundary or lands subject to monitoring or other remediation activities. The project applicant(s) shall coordinate with Sacramento County for such affected project activities pertaining to the off-site detention basin.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	<p>Prior to approval of tentative maps within the Community Park West area.</p>	<p>Project applicant(s) in consultation with the City, Aerojet, and U.S. Environmental Protection Agency for activities that would occur in the Community Park West area.</p>	<p>For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department; U.S. Environmental Protection Agency.</p>	
<p>Mitigation Measure 3A.8-3d: Land Use Restrictions for Contaminated Soil and Groundwater within Area 40 as depicted on the Remedial Restrictions Area Exhibit 3A.8-9.</p> <p>Prior to approval of any tentative maps, improvement plans, or discretionary project approvals for locations within Area 40, as depicted in the Remedial Restrictions Area (Exhibit 3A.8-9), the project applicant(s) shall designate those areas that are subject to off-gassing hazards in excess of an indoor air standard, as open space or park use, as required by the City and Aerojet in consultation with the EPA. Areas designated for open space or park under this mitigation measure shall be determined by the City and by Aerojet in consultation with the EPA using risk calculations (completed in accordance with EPA's 1989 Risk Assessment Guidance for Superfund [EPA/540/1-89-002] and DTSC's 1992 Supplemental Guidance for Human Health Multimedia Risk Assessments of Hazardous Waste Sites and Permitted Facilities and 1994 Preliminary Endangerment Assessment Guidance Manual, or such guidance as may be in place at the time risk assessment is performed) for exposure to off-gassing from either soil or groundwater based on detected PCE and TCE concentrations. The project applicant(s) for such affected areas located within Area 40 as depicted on the Remedial Restrictions Area Exhibit 3A.8-9 shall implement this measure as part of tentative map applications or other discretionary project approvals when such applications are submitted to the City.</p> <p>If the portions of Area 40 that are designated for park and open space use are not available for use as park and open space as identified in the SPA concurrently with surrounding development that creates demand for park and open space use, the project applicant(s), and the owners of land within the SPA shall identify and the City may rezone equivalent acreage of suitable park and open space land within</p>				

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<p>the SPA for development as interim or permanent park and open space to meet the then current demand.</p> <p>Mitigation Measure 3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster. To reduce the potential for accidental injury or death related to blasting, contractors whose work on the SPA will include blasting shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to project applicant(s) of all project phases in which blasting would be employed. The plan shall include, but is not limited to:</p> <ul style="list-style-type: none"> • storage locations that meet ATF standards contained in 27 CFR Part 55; • safety requirements for workers (e.g., daily safety meetings, personal protective equipment); • an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and • measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings). <p>Upon completion of a blasting safety plan, the project applicant(s) contractor shall secure any required permits from the City of Folsom Fire Department and the El Dorado County Sheriff's Department for blasting activities in Sacramento County and El Dorado County, respectively.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado County).</p>	At the submission of tentative map applications.	Project applicant(s) and contractor(s) of all project phases in which blasting would be employed.	<ol style="list-style-type: none"> 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Fire Department. 2. For the off-site roadway connections in El Dorado County: El Dorado County Sheriff's Department. 	
<p>Mitigation Measure 3A.8-6: 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</p>	At the submission of tentative map applications.	Project applicant(s) of all project phases for any particular discretionary development entitlement in the vicinity of high-tension	<ol style="list-style-type: none"> 1. City of Folsom Community Development Department. 2. Folsom Cordova Unified School District. 	

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<p>provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.</p> <p>Mitigation Measure 3A.8-7: 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:</p> <ul style="list-style-type: none"> ● Description of the project. ● Description of detention basins and all water features and facilities that would control on-site water levels. ● Goals of the plan. ● Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> ○ BMPs that would be 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, larvicides, 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). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential</p>	<p>Before issuance of grading permits for the project water features.</p>	<p>Project applicant(s) of all project phases containing water features.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento-Yolo Mosquito and Vector Control District.</p>	

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<p>effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • 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). <p>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</p>				

3A.9 Hydrology and Water Quality

<p>Mitigation Measure 3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</p>	<p>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWVQ), 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</p>	<p>Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases</p>	<p>Project applicant(s) during all project phases and on-site and off-site elements.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections in El Dorado Hills: El Dorado</p>
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<p>Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; the pollutants that are likely to be used during construction that could be present in stormwater drainage and 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. <p>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.</p> <ul style="list-style-type: none"> implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. 	<p>and off-site elements and implementation throughout project construction.</p>		<p>County Department of Transportation. 3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans. 5. For all construction activities subject to the state's Construction General Permit and violators of local ordinances referred to the state for enforcement: Central Valley Regional Water Quality Control Board.</p>	

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<ul style="list-style-type: none"> Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
<p>Mitigation Measure 3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that 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; 	<p>Before approval of grading plans and building permits of all project phases.</p>	<p>Project applicant(s) during all on-site project phases and off-site elements.</p>	<ol style="list-style-type: none"> For all project-related improvements that would be located within the City of Folsom: City of Folsom Public Works Department. For the two roadway connections in El Dorado Hills: El Dorado County Department of Transportation. 	

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<ul style="list-style-type: none"> • City and El Dorado County flood control design requirements and measures designed to comply with them; Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following: <ul style="list-style-type: none"> ○ use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ○ enlarged detention basins to minimize flow changes and changes to flow duration characteristics; ○ bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; ○ minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and ○ 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). 				

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<p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p> <p>Mitigation Measure 3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan.</p> <p>Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> • A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. • Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" (ISSQP 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: <ul style="list-style-type: none"> ○ surface swales; ○ replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); ○ impervious surfaces disconnection; and ○ trees planted to intercept stormwater. 	<p>Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.</p>	<p>Project applicant(s) during all on-site project phases and off-site elements.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department and Public Works Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Department of Transportation. 3. For the U.S. 50 interchange improvements: Caltrans.</p>	

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<p>• New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				
<p>Mitigation Measure 3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</p> <p>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.</p>				
<p>Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</p> <p>To reduce impacts associated with noise generated during project-related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive</p>	<p>Before and during construction activities on the SPA and within El Dorado Hills.</p>	<p>Project applicant(s) and primary contractor(s) of all project phases.</p>	<p>1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.</p>	

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<p>receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> • Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. • All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. • All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. • All motorized construction equipment shall be shut down when not in use to prevent idling. • Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site). • Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. • Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall 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, 			<p>2. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department.</p>	

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<p>or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</p> <ul style="list-style-type: none"> 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. <p>Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.</p>				
<p>Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</p> <ul style="list-style-type: none"> 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 groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. 	<p>Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento.</p>	<p>Project applicant(s) and primary contractor(s) of all project phases.</p>	<ol style="list-style-type: none"> For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. For the U.S. 50 interchange 	

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<p>Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-Site Roadways.</p> <p>To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:</p> <ul style="list-style-type: none"> Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms). Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following: <ul style="list-style-type: none"> limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries; constructing exterior sound walls; constructing barrier walls and/or berms with vegetation; using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and, using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation). <p>Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</p>	<p>During project construction activities at noise-sensitive receptors on the SPA; at the existing noise-sensitive receptors on Empire Ranch Road from Broadstone Parkway to Iron Point Road; and at the existing noise-sensitive receptors on Latrobe Road from White Rock Road to Golden Foothills Parkway</p>	<p>Project applicant(s) of all project phases.</p>	<p>improvements: Caltrans.</p> <p>1. For all noise-sensitive receptors that would be located within the City of Folsom: City of Folsom Community Development Department.</p> <p>2. For all noise-sensitive receptors in El Dorado Hills: El Dorado County Development Services Department.</p> <p>3. For all noise-sensitive receptors in the vicinity the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p> <p>4. For all noise-sensitive receptors adjacent to the U.S. 50 interchange improvements: Caltrans.</p>	
	<p>Before submittal of improvement plans for each project</p>	<p>Project applicant(s) of</p>	<p>City of Folsom Community</p>	

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<p>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> • 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 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.]). <p>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.</p> <ul style="list-style-type: none"> • Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. 	<p>phase, and during project operations for testing of emergency generators.</p>	<p>all project phases.</p>	<p>Development Department.</p>	
<p>W/E SPA Mitigation Measure 4.12-1: Implement measures to prevent exposure of sensitive receptors to increases in noise from project-generated operational traffic on offsite and onsite roadways.</p> <p>Residential land uses with outdoor activity areas such as parks, playgrounds, swimming pools, yards, courtyards, or gardens, but not including private balconies, shall be set back a sufficient distance from U.S. 50 and other roadways</p>	<p>Before submittal of tentative maps for each project phase</p>	<p>Project applicant(s) of all project phases.</p>	<p>City of Folsom Community Development Department.</p>	

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<p>and/or incorporate design measures to ensure that the outdoor activity areas are not exposed to daily noise levels that exceed 60 dB CNEL in accordance with Policy 30.4 of the City of Folsom General Plan Noise Element. Design measures may include, but are not limited to, the installation of sound barriers and the orientation of buildings so they minimize exposure of freeway or roadway noise to outdoor activity areas. Proof of compliance with noise standards shall be submitted to the City prior to tentative map approval.</p> <p>Based on the traffic noise modelling results in Table 3A.11-18 of the FPASP EIR/EIS it's not possible to estimate how far of a setback from U.S. 50 would be needed if only a setback was implemented to achieve the performance standard of this mitigation measure. This is because the estimates in Table 3A.11-18 only show the noise level at the approximate road corridor boundary. Additional modeling would need to be performed prior to the tentative map submittal in order to ensure that the appropriate setback is incorporated into the plan.</p> <p>3A.14 Public Services</p>				
<p>Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan.*</p> <p>Before the beginning of construction, the applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies.</p> <p>The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> • description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns; • description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage; • description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control; and • description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. <p>*This Mitigation Measure was revised in the W/E SPA Addendum to the FPASP EIR/EIS.</p>	<p>Before the approval of all relevant plans and/or permits and during construction of all project phases.</p>	<p>Project applicant(s) of all project phases.</p>	<ol style="list-style-type: none"> 1. For those roadways that would be annexed into the City of Folsom: City of Folsom Public Works Department. 2. For those roadways that would remain under the control of Sacramento County: Sacramento County Department of Transportation. 3. For the two off-site roadway connections into El Dorado Hills: El Dorado County Department of Transportation. 4. For U.S. 50 interchange improvements: Caltrans. 	

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<p>Mitigation Measure 3A.14-2: 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.</p> <p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <ol style="list-style-type: none"> Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits. <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/EI Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <ol style="list-style-type: none"> 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 	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>Project applicant(s) of all project phases.</p>	<p>City of Folsom Fire Department, and City of Folsom Community Development Department, and/or EDHFD for the portion of the SPA within the EDHFD service area.</p>	

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<p>access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>				
<p>Mitigation Measure 3A.14-3: Incorporate Fire Flow Requirements into Project Designs.</p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>Project applicant(s) of all project phases.</p>	<p>City of Folsom Fire Department, City of Folsom Community Development Department, and/or EDHFD for the 178-acre portion of the SPA within the EDHFD service area.</p>	
<p>3A.15 Traffic and Transportation</p>				
<p>Mitigation Measure 3A.15-1: Project Participation in Funding Transportation Improvements</p> <p>a. Within and adjacent to the project boundaries, the Applicant shall construct all feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts, which may be subject to fee credits and/or reimbursement, coordinated by the City, from other fee-paying development projects if available with respect to roads or other facilities that would also serve those non-project fee-paying development projects. Funding of improvements on the perimeter of the project boundaries will be shared with other development/jurisdictions.</p> <p>b. Outside the project boundaries, the Applicant shall be responsible for the project's fair share of feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts within the City of Folsom, in other jurisdictions and on State facilities, based on "cumulative plus project conditions." For purposes of this measure,</p>	<p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.</p>	<p>City of Folsom Public Works Department.</p>	<p>City of Folsom Public Works Department.</p>	

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<p>“cumulative plus project conditions” refers to development authorized under the project as well as development consistent with approved general plans, specific plans, and other entitlements in the City and other jurisdictions. In cases where the project’s fair share contribution is identified, the share will be based on the project’s relative contribution to traffic growth under “cumulative plus project conditions.” The project’s contribution toward such improvements may take any, or some combination, of the following forms:</p> <ol style="list-style-type: none"> 1. Construction of roads, road improvements, or other transportation facilities outside the boundaries of the project, subject in some instances to fee credit against other improvements necessitated by the project or future reimbursement, coordinated by the City, from other fee-paying development projects if available where the roads or improvements at issue would also serve those non-project fee paying development projects; 2. The payment of impact fees to the City of Folsom in amounts that constitute the project’s fair share contributions to the construction of transportation facilities to be built or improved within the City, consistent with the City’s Capital Improvement Program (“CIP”); 3. The payment of other adopted regional impact fees that would provide improvements to roadways, intersections and/or interchanges that are affected by multiple jurisdictions, except where the project applicant’s payments of other fees or construction of improvements within the City of Folsom creates credit against the payment of regional impact fees; 4. The payment of impact fees to the City of Folsom in amounts that constitute the project’s fair share contributions to the construction of transportation facilities and/or improvements within affected jurisdictions outside of Folsom, which payments to the City of Folsom and transmittal of fees to other agencies would occur through one or more enforceable agreements provided that for each required improvement, there is a reasonable mitigation plan that ensures that (i) the fees collected from the project will be used for their intended purposes, and (ii) the improvements will actually be built within a reasonable period of time, and 5. The payment of impact fees to the City of Folsom in amounts that constitute the project’s fair share contributions to the construction of transportation facilities and/or improvements on federal or state highways or freeways needed in part because of the project, to be made available to the California Department of Transportation (“Caltrans”) if and when Caltrans and the City of Folsom enter into an enforceable agreement consistent with state law provided that, for each required improvement, 				

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<p>Caltrans has a reasonable mitigation plan that ensures that (i) the fees collected from the project will be used for their intended purposes, and (ii) the improvements will actually be built within a reasonable period of time.</p> <p>c. In pursuing a single agreement or multiple agreements with any jurisdictions outside of the City of Folsom that will be affected by traffic from the project in order to effectuate proposed mitigation measures for improvements outside the City of Folsom, the City will seek to negotiate in good faith with these other jurisdictions to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the project's, commitments for (i) the provision of adequate "fair share" mitigation payments from the project for out-of-jurisdiction traffic impacts and impacts on federal and state freeways and highways, and (ii) reciprocal payments from regional development projects to the City of Folsom to address cumulative "fair share" mitigation payments towards federal and state freeways and highways for transportation-related facilities and/or improvements within the City of Folsom necessitated by the development within the region. It is intended that these agreements shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. Best efforts should be made to secure funding from federal, state and regional sources. These agreements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (ii) additional physical improvements necessitated in whole or in part by newly approved projects, and (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs.</p> <p>d. If transportation improvements required to be constructed as mitigation are constructed prior to project implementation, the project will pay its fair share portion for those improvements.</p> <p>e. In considering individual projects within the project area (e.g., small-lot tentative subdivision maps or similar discretionary non-residential approvals), the City of Folsom shall identify required improvements, and shall base its</p>				

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<p>calculations for such projects' fair share payments, based on the most recent traffic modeling (i.e., modeling that accounts for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements, (ii) additional physical improvements necessitated in whole or in part by newly approved projects, and (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs).</p>				
<p>Mitigation Measure 3A.15-1a: 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).</p>	<p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.</p>	<p>City of Folsom Public Works Department.</p>	<p>City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.15-1b: 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).</p>	<p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.</p>	<p>City of Folsom Public Works Department.</p>	<p>City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.15-1c: 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.</p>	<p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the</p>	<p>City of Folsom Public Works Department.</p>	<p>City of Folsom Public Works Department.</p>	

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<p>Mitigation Measure 3A.15-1e: 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.</p>	<p>improvement should be implemented and when fair share funding should be paid.</p> <p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.</p>	<p>City of Folsom Public Works Department.</p>	<p>City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.15-1f: 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.</p>	<p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.</p>	<p>City of Folsom Public Works Department.</p>	<p>City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.15-1h: 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</p>	<p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share</p>	<p>Sacramento County Public Works Department and Caltrans.</p>	<p>Sacramento County Public Works Department and Caltrans.</p>	

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<p>improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	<p>funding should be paid.</p>			
<p>Mitigation Measure 3A.15-1j: 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 responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>	<p>Sacramento County Public Works Department and Caltrans.</p>	<p>Sacramento County Public Works Department and Caltrans.</p>	
<p>Mitigation Measure 3A.15-1j: 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.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The</p>	<p>Sacramento County Public Works Department and Caltrans.</p>	<p>Sacramento County Public Works Department and Caltrans.</p>	

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<p>Mitigation Measure 3A.15-1a: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	<p>applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).</p>	<p>El Dorado County Department of Transportation.</p>	<p>El Dorado County Department of Transportation.</p>	
<p>Mitigation Measure 3A.15-1b: 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).</p> <p>Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the 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</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	

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<p>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.</p>				
<p>Mitigation Measure 3A.15-1p: 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.</p> <ul style="list-style-type: none"> Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works</p>	<p>Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works</p>	
<p>Mitigation Measure 3A.15-1q: 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).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and</p>	<p>Caltrans</p>	<p>Caltrans</p>	

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<p>Mitigation Measure 3A.15-1r: 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. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	<p>Community Enhancements Project has started since the writing of the Draft EIS/EIR. Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	
<p>Mitigation Measure 3A.15-1s: 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	
<p>Mitigation Measure 3A.15-1u: 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</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	

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<p>funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	<p>the improvement should be built.</p>			
<p>Mitigation Measure 3A.15-1v: 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 lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	
<p>Mitigation Measure 3A.15-1w: 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	
<p>Mitigation Measure 3A.15-1x: 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</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	

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<p>applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).</p>	<p>the improvement should be built.</p>			
<p>Mitigation Measure 3A.15-1y: 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 on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	
<p>Mitigation Measure 3A.15-1z: 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	
<p>Mitigation Measure 3A.15-1aa: 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 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</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	

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<p>reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	<p>the improvement should be built.</p>			
<p>Mitigation Measure 3A.15-1dd: 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	
<p>Mitigation Measure 3A.15-1ee: 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	
<p>Mitigation Measure 3A.15-1ff: 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</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	

Table 1: Mitigation Monitoring and Reporting Plan for the Westland/Eagle Area of the Folsom Plan Area Specific Plan
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Mitigation Measure	Timing	Implementation	Enforcement	Compliance/Notes
<p>reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</p>				
<p>Mitigation Measure 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	
<p>Mitigation Measure 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	
<p>Mitigation Measure 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</p> <p>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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works</p>	<p>Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works</p>	

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Mitigation Measure	Timing	Implementation	Enforcement	Compliance/Notes
<p>Mitigation Measure 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes.</p> <p>The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	<p>Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>	<p>City of Folsom and Applicant(s)</p> <p>City of Folsom, Regional Transit, and Applicant(s)</p>	<p>City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.15-2b: Participate in the City's Transportation System Management Fee Program.</p> <p>The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom and Applicant(s)</p>	<p>City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.15-2c: Participate with the 50 Corridor Transportation Management Association.</p> <p>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.</p>	<p>Concurrent with construction for all project phases.</p>	<p>50 Corridor Transportation Management Association and Applicant(s)</p>	<p>City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</p>	<p>As a condition of project approval and/or as a condition</p>	<p>City of Folsom and Applicant(s)</p>	<p>City of Folsom Public Works Department.</p>	

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Mitigation Measure	Timing	Implementation	Enforcement	Compliance/Notes
<p>In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.</p>	<p>of the development agreement for all project phases.</p>			
<p>Mitigation Measure 3A.15-4a: 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 lanes, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department.</p>	<p>City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.15-4b: 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.</p>				
<p>Mitigation Measure 3A.15-4c: 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 funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department.</p>	<p>City of Folsom Public Works Department</p>	

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<p>Mitigation Measure 3A.15-4d: 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).</p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>		City of Folsom Public Works Department.	City of Folsom Public Works Department.	
<p>Mitigation Measure 3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be build.</p>	City of Folsom Public Works Department.	City of Folsom Public Works Department.	
<p>Mitigation Measure 3A.15-4f: 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).</p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> • The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. • The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. • The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. • The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department.	City of Folsom Public Works Department.	

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<p>Mitigation Measure 3A.15-4g: 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.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department.</p>	<p>City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.15-4j: 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 acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>Sacramento County Department of Transportation.</p>	
<p>Mitigation Measure 3A.15-4j: 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>Sacramento County Department of Transportation.</p>	

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<p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p> <p>Mitigation Measure 3A.15-4k: 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).</p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>Sacramento County Department of Transportation.</p>	
<p>Mitigation Measure 3A.15-4l: 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 Segment s 12-13).</p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>Sacramento County Department of Transportation.</p>	
<p>Mitigation Measure 3A.15-4m: 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).</p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first</p>	<p>Sacramento County Department of Transportation.</p>	<p>Sacramento County Department of Transportation.</p>	

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<p>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.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</p>	<p>subdivision map to determine during which project phase the improvement should be built.</p>			
<p>Mitigation Measure 3A.15-4n: 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).</p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>Sacramento County Department of Transportation.</p>	
<p>Mitigation Measure 3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>El Dorado County Department of Public Works.</p>	<p>El Dorado County Department of Public Works.</p>	

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<p>Mitigation Measure 3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left-through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>Sacramento County Department of Transportation.</p>	
<p>Mitigation Measure 3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Capitol Southeast Connector Joint Powers Authority.</p>	<p>Capitol Southeast Connector Joint Powers Authority.</p>	
<p>Mitigation Measure 3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Capitol Southeast Connector Joint Powers Authority.</p>	<p>Capitol Southeast Connector Joint Powers Authority.</p>	

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<p>pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</p>				
<p>Mitigation Measure 3A.15-4s: 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Capitol Southeast Connector Joint Powers Authority.</p>	<p>Capitol Southeast Connector Joint Powers Authority.</p>	
<p>Mitigation Measure 3A.15-4t: 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 to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	

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<p>Mitigation Measure 3A.15-4u: 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).</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	
<p>Mitigation Measure 3A.15-4v: 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).</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	
<p>Mitigation Measure 3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	

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<p>improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	<p>the improvement should be built.</p>			
<p>Mitigation Measure 3A.15-4x: 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	
<p>Mitigation Measure 3A.15-4y: 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 westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>	
<p>W/E SPA Mitigation Measure 4.16-1: Participate in Fair Share Funding of modification of the Iron Point Road/East Bidwell Street Intersection. The project applicant shall pay a fair share fee towards modifying the westbound approach to include three left-turn lanes, two through lanes, and one right-turn lane at the Iron Point Road/East Bidwell Street intersection.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	

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<p>W/E SPA Mitigation Measure 4.16-2: Participate in Fair Share Funding of Improvements to the Scott Road/Easton Valley Parkway Intersection. Project Applicant shall pay a fair share fee towards improvements to the Scott Road/Easton Valley Parkway Intersection: Provide right-of-way and add a channelized westbound right-turn lane.</p>	<p>the improvement should be built. Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department</p>	<p>City of Folsom Public Works Department</p>	
<p>3A.16 Utilities and Service Systems</p>				
<p>Mitigation Measure 3A.16-1: 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.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>The project applicant(s) of all project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.16-3: 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</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>The project applicant(s) of all project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department.</p>	

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SRWTP capacity is available for the amount of development identified in the tentative map.				
<p>Mitigation Measure 3A.16-4: Submit Proof of Adequate EID Off-Site Wastewater Conveyance Facilities and Implement EID Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</p> <p>Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall obtain proof from EID that an adequate wastewater conveyance system either has been constructed or is ensured through the use of bonds or other sureties. The project applicants of all project phases shall submit this proof to the City of Folsom. EID off-site wastewater conveyance infrastructure sufficient to provide adequate service to 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, and before issuance of occupancy permits, or their financing shall be ensured to the satisfaction of the City.</p>	Before approval of final maps and issuance of building permits for any project phase	The project applicant(s) of all project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department.	
<p>Mitigation Measure 3A.16-5: Demonstrate Adequate El Dorado Hills Wastewater Treatment Plant Capacity.</p> <p>The project applicant(s) of all project phases shall demonstrate adequate capacity at the El Dorado Hills WWTP for new wastewater flows generated by project development. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by EID. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate El Dorado Hills WWTP capacity is available for the amount of development identified in the tentative map.</p>	Before approval of final maps and issuance of building permits for any project phases involving the El Dorado Hills WWTP.	The project applicant(s) of all project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department.	
3A.18 Water Supply				
<p>Mitigation Measure 3A.18-1: Submit Proof of Surface Water Supply Availability.</p> <p>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.</p>	Before approval of final maps and issuance of building permits for any project phases.	The project applicant(s) of all project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department.	

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<p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>				
<p>Mitigation Measure 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. Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>The project applicant(s) for any particular discretionary development application.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department.</p>	
<p>Mitigation Measure 3A.18-2b: 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</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>The project applicant(s) for any particular discretionary development application.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department.</p>	

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<p>treatment capacity sufficient to serve such building has been constructed and is in place.</p> <p>Cumulative</p>				
<p>Cumulative Mitigation Measure AIR-1-Land: 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.</p> <p>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 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 Waltham 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.)</p>	<p>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.</p>	<p>The project applicant(s) of the Folsom South of U.S. 50 Specific Plan project.</p>	<p>City of Folsom Community Development Department.</p>	

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<p>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. 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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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 				

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<p>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:</p> <ul style="list-style-type: none"> o 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. o 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). o To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools: <ul style="list-style-type: none"> o 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; o use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times; 				

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<p>o locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and</p> <p>o develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools.</p> <p>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.</p>				
<p>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.</p> <p>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 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 Walstown 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</p>	<p>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. 50.</p>	<p>The project applicant(s) of the Folsom South of U.S. 50 Specific Plan project.</p>	<p>City of Folsom Community Development Department.</p>	

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<p>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.)</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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., TMM or SoundPlan). Each project-level analysis should be performed 				

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 (The Westland/Eagle Specific Plan Amendment to the Folsom Plan Area Specific Plan was approved in September 2015)

Mitigation Measure	Timing	Implementation	Enforcement	Compliance/Notes
<p>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:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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 				

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<p>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.</p> <p>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.</p>				

Attachment 21

Mitigation Monitoring and Reporting Program for Highway 50 Backbone Infrastructure Project

**MITIGATION MONITORING AND REPORTING PROGRAM
South of Highway 50 Backbone Infrastructure Project**

Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>I-1. South of US 50 Backbone and US 50 Crossings</i></p> <p><i>Prior to the approval of improvement plans for the pump stations and storage tank facilities, the project applicant(s) shall show on the improvement plans that the following measures are employed. The external appearance of above-ground facilities, including the choice of color and materials, shall seek to reduce the visual impact of the proposed pump station and above-ground storage tank facilities. Bright reflective materials and colors shall be avoided. As appropriate, the exterior design of these facilities should follow design guidelines provided in applicable land use plans. Minimum exterior design requirements shall include, but are not limited to, the following:</i></p> <ul style="list-style-type: none"> <i>• Painting (with earth-colored tones) of structural façades to blend with surrounding land uses;</i> <i>• Use of fencing or structural materials similar to those used by nearby land uses;</i> <i>• Installation of berms and/or landscaping around the facility (see Mitigation Measure I-2 for additional detail); and</i> <i>• Clustering of structural facilities to maximize open space buffering.</i> <p><i>The above requirements shall be subject to review and approval by the Folsom Environmental and Water Resources Department and the Community Development Department.</i></p>	<p>Folsom Environmental and Water Resources Department</p> <p>Folsom Community Development Department</p>	<p>Prior to approval of improvement plans for the pump stations and storage tank facilities</p>	
<p><i>I-2. South of US 50 Backbone and US 50 Crossings</i></p> <p><i>The project applicant(s) shall develop a landscaping plan for each structural facility site that uses a combination of locally derived native vegetation, earthen features (e.g., boulders), and, if appropriate, topographical separations (e.g., berms) to maximize site appearance and shield the new facilities from nearby sensitive receptors to the extent feasible. In addition to complying with local standards, the landscaping plan shall require the following at each site:</i></p> <ul style="list-style-type: none"> <i>• Vegetation shall be arranged in a hierarchy of plant groupings to enhance the</i> 	<p>Folsom Environmental and Water Resources Department</p> <p>Folsom Community Development</p>	<p>Prior to approval of improvement plans for the pump stations and storage tank facilities</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>visual and scenic qualities of the site(s). To the extent practical, the design will minimize the need for supplemental irrigation.</i></p> <ul style="list-style-type: none"> • <i>New or replacement vegetation shall be compatible with surrounding vegetation and shall be adaptable to the site with regard to rainfall, soil type, exposure, growth rate, erosion control, and energy conservation purposes.</i> • <i>Plant materials chosen shall be species which do not present any safety hazards, which allow native flora to reestablish in the area, and which require minimal maintenance, including watering, pest control, and clean-up of litter from fruit and droppings.</i> <p><i>Prior to the approval of improvement plans for the pump stations and storage tank facilities, the project applicant(s) shall show on the landscaping plan that the above measures are employed. The above requirements shall be subject to review and approval by the Folsom Environmental and Water Resources Department and the Community Development Department</i></p>	Department		
<p><i>III-1. South of US 50 Backbone and US 50 Crossings</i></p> <p><i>Prior to initiation of construction, the project contractor shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used during construction of the project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO_x reduction compared to the most recent CARB fleet average. 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 SMAQMD's Construction Mitigation Calculator (available at: http://www.airquality.org/ceqa/mitigation.shtml) can be used to identify an equipment fleet that achieves this reduction.</i></p>	SMAQMD Folsom Community Development Department	Prior to initiation of construction	
<p><i>III-2. South of US 50 Backbone and US 50 Crossings</i></p> <p><i>Prior to the approval of grading plans, the applicant shall pay SMAQMD an off-site mitigation fee for implementation of the proposed project for the purpose of reducing NO_x emissions to a less-than-significant level (i.e., less than 85 lb/day). The mitigation fee is</i></p>	SMAQMD Folsom Community Development	Prior to the approval of grading plans	

MITIGATION MONITORING AND REPORTING PROGRAM			
South of Highway 50 Backbone Infrastructure Project			
Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<i>used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies. The applicant shall calculate the project's off-site mitigation fee amount in accordance with SMAQMD's recommended guidance and the current mitigation fee rate. The fee amount shall be subject to review and approval by SMAQMD. Verification of payment shall be provided to the Folsom Community Development Department.</i>	Department		
<p>III-3. <i>North of US 50 Water Improvements</i></p> <p><i>Prior to the approval of grading plans for the booster pump station at the WTP and associated water transmission pipeline to be located north of US 50, the project applicant shall perform a detailed site- and project-specific air quality analysis for review by SMAQMD and the Folsom Community Development Department and approval by the City. The analysis shall be conducted consistent with the SMAQMD CEQA Guide and shall show that the resulting emissions are below the SMAQMD thresholds. If necessary, the analysis shall include mitigation measures to reduce the emissions below the SMAQMD thresholds. Mitigation could include, but is not limited to, the payment of off-site mitigation fees for reducing NO_x emissions, the 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.</i></p>	<p>SMAQMD</p> <p>Folsom Community Development Department</p>	<p>Prior to the approval of grading plans for the booster pump station at the WTP and associated water transmission pipeline to be located north of US 50</p>	
<p>III-4. <i>South of US 50 Backbone, US 50 Crossings, and North of US 50</i></p> <p><i>Prior to the commencement of any site-disturbing activities, the applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124¹ to determine whether and where NOA is present in the soil and rock on the project site and/or areas that would be disturbed by the project, except for those areas</i></p>	<p>Folsom Community Development Department</p> <p>SMAQMD</p>	<p>Prior to the commencement of any site-disturbing activities</p>	

¹ California Department of Conservation. *Special Publication 124: Guidelines for Geologic Investigations of Naturally Occurring Asbestos in California*. 2002. Available at: http://www.conservation.ca.gov/cgs/minerals/hazardous_minerals/asbestos/Documents/Asbestos_Guidelines_SP124.pdf. Accessed October 13, 2014.

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>previously explored and sampled for NOA as part of the Geotechnical Engineering Study for Russell Ranch South prepared by Youngdahl Consulting Group, Inc. in December 2013. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the CARB 435 Method. If the investigation determines that NOA is not present on the project site, then the project applicant shall submit a Geologic Exemption to SMAQMD as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The project applicant shall submit proof of compliance with the above to the Folsom Community Development Department.</i></p> <p><i>If the site investigation determines that NOA is present on the project site, then, prior to commencement of any ground disturbance activity, the project applicant shall submit to the SMAQMD for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal.² The project applicant shall submit proof of compliance with the above to the Folsom Community Development Department. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</i></p> <p><i>If NOA is determined to be located on the surface of the project site, all surface soil containing NOA shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), as necessary, subject to review and approval by the City Engineer.</i></p>	City Engineer		
<p><i>IV-1. Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation</i></p> <p><i>Determinate-level presence/absence plant surveys have not been conducted for all of the properties within the Backbone and the off-site areas. These areas may support suitable</i></p>	Folsom Community Development Department	Prior to issuance of a grading permit or any ground-breaking	

² California Air Resources Board. *Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*. July 29, 2002. Available at: <http://www.arb.ca.gov/toxics/atcm/asb2atcm.htm>. Accessed October 13, 2014.

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>habitat for special status plants. The following measures should be implemented to mitigate for impacts to special status plants to a less-than-significant level:</i></p> <ul style="list-style-type: none"> • <i>The project applicant(s) shall retain a qualified botanist to conduct protocol level special-status plant surveys for the remaining unsurveyed areas within the Backbone and off-site areas. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to USFWS, CDFW and, the City of Folsom, and no further mitigation shall be required.</i> • <i>If special-status plant populations are found, the project applicant(s) shall consult with CDFW and USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</i> • <i>If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval. It shall be submitted concurrently to CDFW or USFWS, as appropriate depending on species status, for review and comment. For Federally-listed species, the plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be</i> 	CDFW	activity	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>preserved on site or protected or enhanced off-site.</i></p> <ul style="list-style-type: none"> <i>If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</i> <i>If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation on long term viable populations.</i> 			
<p><i>IV-2. Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates.</i></p> <p><i>A Biological Opinion (BO) [#81420-2010-F-0620-1] was issued by USFWS for the Folsom Area Specific Plan Project, which includes the proposed backbone infrastructure project. Project construction shall not 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 approval from USFWS), until the project applicant(s) have abided by the conditions of the BO (including conservation and minimization measures) intended to be completed before on-site construction.</i></p>	<p>Folsom Community Development Department</p> <p>USFWS</p>	<p>Prior to construction activities in areas supporting vernal pool invertebrates or buffers</p>	
<p><i>IV-3. Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle.</i></p> <p><i>A biological opinion [#81420-2010-F-0620-1(BO)] has been issued by USFWS that identifies impacts to 6 elderberry shrubs with 26 stems measuring one inch or larger in diameter at ground level with project implementation. Prior to project implementation, the project applicant(s) shall abide by all pertinent conditions in the BO relating to the proposed construction, including conservation and minimization measures, intended to be completed before on-site construction. As identified in the BO, all impacted shrubs will be removed and transplanted in accordance with the Service's 1999 Conservation Guidelines</i></p>	<p>Folsom Community Development Department</p> <p>USFWS</p>	<p>Prior to construction activities in areas supporting elderberry shrubs</p>	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>for the Valley Elderberry Longhorn Beetle to a Service approved conservation bank within the service area of the project or another location approved by the service. In addition, compensatory mitigation for elderberry shrubs that would be removed and transplanted from their current locations shall include purchasing beetle conservation credits at a Service-approved conservation bank within the service area encompassing the project area. Credits will be determined in the amended BO through consultation with USFWS.</i></p> <p><i>The population of valley elderberry longhorn beetles, the general condition of the conservation area, and the condition of the elderberry and associated native plantings in the conservation area must be monitored over a period of either ten consecutive years or for seven years over a 15-year period. A minimum survival rate of at least 60 percent of the elderberry plants and 60 percent of the associated native plants must be maintained throughout the monitoring period. Within one year of discovering that survival has dropped below 60 percent, the project proponent shall replace failed plantings to bring survival above this level. Detailed information on monitoring success of relocated and planted shrubs and measures to compensate (should success criteria not be met) would be required in the amended BO.</i></p>			
<p><i>IV-4. Western Spadefoot Toad</i></p> <p><i>Determinate-level presence/absence western spadefoot toad surveys have not been conducted for all of the properties within the Backbone and the off-site areas. These areas may support suitable habitat for western spadefoot toad. The following measures should be implemented to mitigate the potential impacts to western spadefoot toad to less than significant:</i></p> <ul style="list-style-type: none"> <i>• The project applicant(s), shall retain a qualified biologist to conduct protocol-level western spadefoot toad surveys for the remaining unsurveyed areas within the Backbone and off-site areas. If no western spadefoot toad are found during focused surveys, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required.</i> <i>• If western spadefoot toad populations are found, the project applicant(s) shall</i> 	<p>Folsom Community Development Department</p> <p>CDFW</p>	<p>Prior to any ground- breaking activity</p>	

MITIGATION MONITORING AND REPORTING PROGRAM			
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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<i>consult with CDFW, to determine the appropriate mitigation measures for direct impacts to the western spadefoot toad population that could occur as a result of project implementation. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.</i>			
<p><i>IV-5. Western Pond Turtle</i></p> <p><i>The project applicant(s), shall retain a qualified biologist to conduct preconstruction western pond turtle survey within 48 hours of the initiation of construction activity within the ponds. If no western pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If western pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.</i></p>	<p>Folsom Community Development Department</p> <p>CDFW</p>	<p>Within 48 hours of the initiation of construction activity within large ponds in oak woodlands and the Alder Creek tributaries</p>	
<p><i>IV-6(a). Swainson's Hawk Nesting Habitat</i></p> <p><i>To mitigate impacts on Swainson's hawk a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</i></p> <p><i>If active nests are found, impacts on nesting Swainson's hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified</i></p>	<p>Folsom Community Development Department</p>	<p>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</p>	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</i></p>			
<p><i>IV-6(b). Swainson's Hawk Foraging Habitat</i></p> <p><i>To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) shall identify permanent impacts to foraging habitat and prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below.</i></p> <p><i>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, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with CDFW and a qualified biologist.</i></p> <p><i>The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, 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. Such mitigation shall be accomplished through either 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 after consultation with CDFW, will determine the appropriateness of the mitigation land.</i></p> <p><i>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 CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria</i></p>	<p>Folsom Community Development Department</p> <p>CDFW</p>	<p>Before the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first</p>	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with CDFW. The City, or County, after consultation with CDFW and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, CDFW, 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.</i></p> <p><i>The project applicant(s), after consultation with the City, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW. Mitigation lands established or acquired for impacts incurred at the off-site elements shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.</i></p> <p><i>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first 10 years after establishment of the easement. Sacramento County shall monitor habitat and ensure success for impacts on habitat at the off-site detention basin.</i></p>			
<p>IV-7. <i>Tricolored Blackbird</i></p> <p><i>A qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The</i></p>	<p>Folsom Community Development Department</p>	<p>Within 14 days before project activity begins that would</p>	

MITIGATION MONITORING AND REPORTING PROGRAM South of Highway 50 Backbone Infrastructure Project			
Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>preconstruction survey shall be conducted before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</i></p> <p><i>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</i></p>	CDFW	occur during the tricolored blackbird's nesting season (March 1- August 31)	
<p>IV-8. Nesting Raptors</p> <p><i>To mitigate impacts on nesting raptors a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests and occupied burrows on and within 0.5 mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction.</i></p> <p><i>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</i></p> <p><i>If active burrowing owl burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors on</i></p>	Folsom Community Development Department CDFW	Before 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	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>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 200-500 meters (depending on level of disturbance (CDFW 2012)) of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</i></p>			
<p>IV-9. Nesting Special Status Birds and Migratory Birds</p> <p><i>A qualified biologist shall conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted before any activity occurring within 100 feet of suitable nesting habitat. The survey shall be conducted within 14 days before project activity begins.</i></p> <p><i>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</i></p>	<p>Folsom Community Development Department CDFW</p>	<p>Within 14 days before project activity begins if in nesting season (March 1 – August 31)</p>	
<p>IV-10. Special-Status Bats</p> <p><i>The project applicant(s) shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shafts are 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.</i></p>	<p>Folsom Community Development Department CDFW</p>	<p>During the fall season and spring/summer season</p>	

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<p><i>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 before the mine shaft is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with CDFW 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 CDFW 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.</i></p>			
<p>IV-11. American Badger</p> <p><i>The project applicant(s) shall retain a qualified biologist to conduct preconstruction American badger burrow surveys within 48 hours of the initiation of construction activity. If no American badger burrows are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with CDFW to determine appropriate measures.</i></p>	<p>Folsom Community Development Department CDFW</p>	<p>48 prior to the initiation of construction activities</p>	
<p>IV-12. Implement Section 1602 Master Streambed Alteration Agreement</p> <p><i>The project applicant(s) shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds within SPA. As outlined in the Master agreement, the project applicant(s) shall submit a Subnotification Form (SNF) to CDFW 60 days prior to the commencement of construction to notify CDFW of the project. Any conditions of issuance of the Master Streambed Alteration Agreement shall be</i></p>	<p>Folsom Community Development Department CDFW</p>	<p>60 days prior to the initiation of construction activities</p>	

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<p><i>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 CDFW jurisdiction. The agreement shall be executed by the project applicant(s) and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of Alder Creek and other on-site or off-site drainage channels under CDFW jurisdiction and their associated freshwater marsh and riparian habitat.</i></p>			
<p><i>IV-13. Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary</i></p> <p><i>The project applicant(s) shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present within the project area. 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. If valley needlegrass grassland is not found within the project area, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required.</i></p> <p><i>If valley needlegrass grassland is found within the project area, 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) shall consult with CDFW and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures may include 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 project area.</i></p>	<p>Folsom Community Development Department</p> <p>CDFW</p>	<p>Prior to ground-breaking activity</p>	
<p><i>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:</i></p>	<p>Folsom Community Development Department</p>	<p>Before the approval of grading and improvement</p>	

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<p><i>Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the project applicant(s) shall amend all necessary permits obtained under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the original backbone infrastructure, if necessary. All amended and/or revised 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, including waters of the state, that potentially support Federally listed species, or within 100 feet of any other waters of the U.S. or wetland habitats, including waters of the state. The project applicant shall adhere to all conditions outlined in the amended and/or revised permits. The project applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plan. 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.</i></p> <p><i>As identified in the original Section 404 permit, compensation for the loss of waters of the U.S. shall occur through the purchase of mitigation credits from the Cosumnes Floodplain Mitigation Bank and/or the Toad Hill Mitigation bank at the following compensation to impact ratios for aquatic resources, unless otherwise revised in the amended section 404 permit:</i></p> <ul style="list-style-type: none"> <i>• For loss of jurisdictional ditches, ponds, and marshes, purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1;</i> <i>• For loss of creeks/channels and intermittent drainages located in the Lower American River watershed (018020111), purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 2:1;</i> <i>• For loss of creeks/channels and intermittent drainages located in the Upper Cosumnes River (18040013), purchase floodplain riparian re-establishment</i> 	<p>USACE</p> <p>Central Valley RWQCB</p>	<p>plans, or before any ground-disturbing activities, whichever occurs first</p>	

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<p><i>credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1;</i></p> <ul style="list-style-type: none"> • <i>For loss of seasonal wetlands and seasonal wetland swales located in the Lower American River watershed (018020111), purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1.3:1;</i> • <i>For loss of seasonal wetlands and seasonal wetland swales located in the Upper Cosumnes River (18040013), purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1;</i> • <i>For loss of seasonal wetlands and seasonal wetland swales located in the Lower American River watershed (018020111), purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 4:1;</i> • <i>For loss of seeps located in the Upper Cosumnes River (18040013), purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 3:1;</i> • <i>For the loss of vernal pools, purchase creation credits from the Toad Hill Mitigation Bank at a ratio of 1:1.</i> <p><i>All mitigation requirements to satisfy the requirements of the City and the Central Valley RWQCB, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved. An amended Water quality certification pursuant to Section 401 of the CWA will be required before issuance of the record of decision and before issuance of the amended 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.</i></p>			
<p><i>IV-15. South of US 50 Backbone, US 50 Crossings, and North of US 50 Water Improvements</i></p> <p><i>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.</i></p>	<p>Folsom Community Development Department</p>	<p>Prior to any ground- disturbing activities within the oak</p>	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>Prior to any ground-disturbing activities, the project applicant shall prepare and submit a site map, arborist report, canopy survey, individual free-standing oak tree survey, and tree preservation program to the City's Community Development Department, subject to review and approval. The individual free-standing oak tree survey shall show trees to be preserved and to be removed consistent with the requirements of Folsom Municipal Code, Chapter 12.16.</i></p> <p><i>Mitigation for impacts to oak woodland habitat shall include:</i></p> <ul style="list-style-type: none"> • <i>Following ground verification by certified arborist of the oak woodland habitat on-site, preservation of existing oak woodlands</i> • <i>Creation of new oak woodland on-site in pre-approved locations as shown in the Open Space Management Plan. Follow the oak woodland mitigation planting criteria outlined in the Oak Woodland Mitigation Planting Criteria contained in the FPASP.</i> • <i>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.</i> • <i>Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s). Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for on-site creation. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity.</i> • <i>The oak woodland mitigation plan prepared by the City's Public Works Department 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 time period consistent with the provisions of the FPASP.</i> 	<p>Folsom Public Works Department</p> <p>Sacramento County Planning Department</p>	<p>woodland habitat areas</p>	

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<p><i>The City's Public Works Department, for areas containing individual trees that will be impacted, 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 has developed a plan, as set forth Section 10 of the FPASP specifically to avoid and minimize adverse effects on individual oak trees from project development and to provide compensatory mitigation for removal of protected trees within the project area. 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 City's Public Works Department and agreed upon by the Folsom Community Development Department:</i></p> <ul style="list-style-type: none"> • <i>The City's Public Works Department 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:</i> <ul style="list-style-type: none"> ▪ <i>5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species.</i> ▪ <i>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.</i> ▪ <i>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</i> 			

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<p><i>minimized or eliminated.</i></p> <ul style="list-style-type: none"> ▪ 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 nonreversible 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). <ul style="list-style-type: none"> • The determination for whether an individual 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: <ul style="list-style-type: none"> ▪ 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 oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 4 or 5 shall be retained. Trees of this size but having a rating of 2 or 3 shall not be removed or mitigated, 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 within the project area. ▪ Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 			

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<p><i>shall not be removed or mitigated unless wall(s) would need to be built that are 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 within the project area. 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 normal Folsom Municipal Code mitigation) would result.</i></p> <ul style="list-style-type: none"> ▪ <i>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 normal Folsom Municipal Code mitigation) would result.</i> ▪ <i>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:</i> <table border="1" data-bbox="256 1255 1036 1419"> <thead> <tr> <th>Caliper of Tree Preserved</th> <th>Mitigation Tree Credit Equivalent</th> </tr> </thead> <tbody> <tr> <td>1 inch or greater, but less than 2 inches</td> <td>One #15 tree or two #5 container trees</td> </tr> <tr> <td>2 inches or greater, but less than 3 inches</td> <td>Two #15 container trees</td> </tr> <tr> <td>3 inches or greater, but less than 4 inches</td> <td>Tree #15 container trees</td> </tr> <tr> <td>4 inches or greater, but less than 5 inches</td> <td>Four #15 container trees</td> </tr> </tbody> </table>	Caliper of Tree Preserved	Mitigation Tree Credit Equivalent	1 inch or greater, but less than 2 inches	One #15 tree or two #5 container trees	2 inches or greater, but less than 3 inches	Two #15 container trees	3 inches or greater, but less than 4 inches	Tree #15 container trees	4 inches or greater, but less than 5 inches	Four #15 container trees			
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<ul style="list-style-type: none"> • <i>Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed:</i> <ul style="list-style-type: none"> ▪ <i>half of a 24-inch box tree;</i> ▪ <i>one #15 container tree;</i> ▪ <i>two #5 container trees; or</i> ▪ <i>\$150 in-lieu payment or other fee set by City Council Resolution.</i> • <i>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 a form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the Folsom Community Development Department. The security will be forfeited if the project applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement.</i> • <i>To avoid and minimize indirect impacts on protected trees to remain within the project area, the City's Public Works Department shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained within the project area during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas, but 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.</i> <p><i>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 City can satisfy the mitigation requirements for removal of trees protected under the Folsom</i></p>			

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<i>Municipal Code while also mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department and the City of Folsom.</i>			
<p>V-1. <i>South of US 50 Backbone and US 50 Crossings</i></p> <p><i>The FAPA provides a management framework for identifying historic properties and historical resources, determining adverse effects, and resolving those adverse effects with appropriate mitigation.</i></p> <p><i>Proof of compliance with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans (HPTPs) with regard to mitigation for the individually eligible sites and contributing elements to the districts shall be provided to the Folsom Community Development Department prior to authorization of any ground disturbing activities in any given segment of the project area. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of an approved HPTP and includes the following mitigation actions:</i></p> <ul style="list-style-type: none"> • <i>Historic American Engineering Record documentation of the Keefe-McDerby Mine Ditch (P-34-1475) and Rhoades' Branch Ditch (P-34-1742):</i> <ul style="list-style-type: none"> ▪ <i>In order to determine the appropriate level of documentation necessary, the USACE shall first consult with the National Park Service (NPS), which administers the HAER program. Consultation with the NPS will be initiated through the submission of the DPR site record and copies of applicable technical reports with a request for review and issuance of a stipulation letter. Unless an objection to the requirements of the stipulation letter is expressed and resolved through the process outlined in the FAPA, the level of documentation stipulated by the NPS shall be implemented and all documentation will be approved by the USACE and NPS prior to ground-disturbing activities affecting the resource, or as governed by the permit conditions. Focused archival research conducted as part of the HAER documentation shall be incorporated into the revised</i> 	<p>Folsom Community Development Department</p> <p>USACE</p>	<p>Prior to authorization of any ground- disturbing activities</p>	

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<p><i>cultural context statement for the FPASP area via the Historic Property Synthesis report. A non-archival set of the final documentation shall be submitted to the City.</i></p> <ul style="list-style-type: none"> • <i>Data recovery excavations of sites P-34-4612, -1746, -1788, -1910, 1911, -4714, and -2166:</i> <ul style="list-style-type: none"> ▪ <i>Data recovery shall follow the standards and guidelines in the HPTP and shall include at least 4 1m-x-1m excavation units. The results of the data recovery, including results of excavation, laboratory analysis, artifact analysis, and archival research, shall be documented in a confidential data recovery technical report, which shall be submitted to the City.</i> • <i>Documentation of White Rock Road, P-34-1555:</i> <ul style="list-style-type: none"> ▪ <i>Documentation shall consist of focused archival research, field photography, videography, and mapping, extensive enough to capture the setting, alignment, and association with adjacent features. Copies of the documentation shall be submitted to the City.</i> • <i>Landscape Mapping of Districts:</i> <ul style="list-style-type: none"> ▪ <i>Low level aerial photography and topographic mapping of the districts within the entire APE will be completed, which includes both contributing and non-contributing elements. Color multiband digital photography will be collected at or better than 0.5-foot pixel resolution, equating to 1"=100' scale in traditional imagery. Topographic data was already acquired for most of the districts by aircraft-mounted LIDAR equipment with an approximate ground point spacing of better than one meter, allowing for the creation of one-foot contours at 1"=100' scale, which fulfills the National Mapping Accuracy Standards. The digital aerial photographs and topographic data will be incorporated into a Geographic Information System database with the ACCMD boundaries delineated, as established below. Preservation and archiving of digital imagery and topographic data shall be carried out in accordance with the requirements of Attachment G of the PHPS (Westwood et al. 2011).</i> <p><i>The district boundaries will be permanently established and mapped to</i></p>			

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<p><i>establish permanent boundaries for the district within the APE with sub-meter accuracy. The verification will define the boundaries of the district within the APE using an updated DPR 523A (Primary Record) form, color photography, and a district-level plan map. The feature records for each element of the district will be updated to reflect the new mapping data.</i></p> <ul style="list-style-type: none"> • <i>Geoarchaeological monitoring: <ul style="list-style-type: none"> ▪ <i>Due to a potential for deeply buried archaeological resources down to a depth of 1.5 meters (approximately 5 feet) below soil formations known as the T-2 terrace, where colluvial deposits grade onto the T-2 terrace, and along the distal edge of tributary alluvial fans, all ground disturbing activity in those areas shall be monitored by a qualified professional archaeologist with a specialization in geoarchaeology. Once subsurface disturbance extends beyond 1.5 meters below surface, monitoring is no longer needed.</i> </i> <p><i>A confidential map showing the locations of required monitoring has been submitted to the City. The City shall apply a map condition that requires geoarchaeological monitoring in those locations only, and proof of compliance is a copy of the monitoring report submitted to the City.</i></p>			
<p><i>V-2. South of US 50 Backbone, US 50 Crossings, and North of US 50 Water Improvements</i></p> <p><i>Before the start of ground-disturbing activities, the project applicant(s) shall retain a qualified archaeologist (for cultural resources) and a qualified professional (for paleontological resources) to conduct training for all construction personnel involved with earthmoving activities, including the site superintendent, to inform them about the possibility of encountering buried cultural and paleontological resources (i.e., fossils), and inform them of the proper procedures should cultural or paleontological resources be encountered. Proof of the contractor awareness training shall be submitted to the Folsom Community Development Department in the form of a copy of training materials and the completed training attendance roster.</i></p> <p><i>Should any cultural resources, such as structural features, bone or shell, artifacts, or</i></p>	<p>Folsom Community Development Department</p> <p>USACE</p>	<p>Prior to ground-disturbing activities</p>	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the City shall require that the resource be treated with appropriate mitigation measures prior to work resuming, such as data recovery excavation or field documentation. The City of Folsom and USACE shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.</i></p> <p><i>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom. 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.</i></p>			
<p><i>V-3. South of US 50 Backbone, US 50 Crossings, and North of US 50 Water Improvements</i></p> <p><i>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure V-3 shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the</i></p>	<p>Folsom Community Development Department</p> <p>Sacramento County Coroner</p>	<p>During construction</p>	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</i></p> <p><i>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission, which then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the Public Resources Code). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</i></p> <p><i>If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). In addition, the site shall be recorded with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a document with the county in which the property is located (AB 2641).</i></p>	Native American Heritage Commission		
<p><i>V-4. North of US 50 Water Improvements</i></p> <p><i>Once the water pipeline alignment and booster pump station locations are finalized, the Folsom Community Development Department and applicant shall comply with the procedures for identification, evaluation, and treatment of historical resources under CEQA.</i></p> <p><i>Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the FAPA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. The following steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA (if a USACE permit is required) to minimize the potential for inconsistency and duplicative management efforts. The Folsom Community Development Department shall</i></p>	Folsom Community Development Department	Prior to ground-disturbing activities	

**MITIGATION MONITORING AND REPORTING PROGRAM
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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>consult with the USACE when applicable.</i></p> <p><i>Prior to ground-disturbing work for each element, the project applicant(s), with Folsom Community Development Department oversight, shall retain the services of a qualified professional who meets the applicable Professional Qualifications Standards of the Secretary of the Interior to perform the following actions:</i></p> <ul style="list-style-type: none"> <i>• Perform an inventory of cultural resources within each individual element footprint, subject to approval by the Folsom Community Development Department. The inventory shall include a current records search and literature review from the North Central Information Center and an intensive pedestrian survey to identify any cultural resources inside the project footprint, including archaeological sites, historic buildings and structures, cultural landscapes, or districts. The inventory report shall follow the California Office of Historic Preservation's Archaeological Resource Management Reports: Recommended contents and format include confidential Department of Parks and Recreation (DPR) site records and maps for all resources identified within the footprint. The report shall identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography.</i> <i>• Evaluate all cultural resources relative to Criteria 1, 2, 3, and 4 of the CRHR through an appropriate combination of archival or archaeological research, and based on an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions. The prehistoric and historic context statements shall be used to determine the significance of identified resources and appropriate treatment of resources determined eligible for the CRHR (or NRHP), which are considered historical resources for the purpose of CEQA.</i> <i>• For each historical resource within the project footprint, determine if implementation of the individual project development phase would result in damage or destruction of historical resources. The findings shall be reviewed by the Folsom Community Development Department for consistency with the</i> 			

**MITIGATION MONITORING AND REPORTING PROGRAM
South of Highway 50 Backbone Infrastructure Project**

Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>significance thresholds and treatment measures provided in the FPASP Final EIR/EIS and FAPA (if applicable).</i></p> <ul style="list-style-type: none"> • <i>Where possible, configure or redesign the project to avoid impacts on historical resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2.</i> • <i>For historical resources that cannot feasibly be avoided and will be significantly impacted by the project, prepare a treatment and mitigation plan that may include, but is not limited to, the measures listed below. The measures shall be reviewed by the Folsom Community Development Department for consistency with the significance thresholds and standards provided in the FPASP Final EIR/EIS, and in consultation with the USACE for compliance with the FAPA (if applicable).</i> <ul style="list-style-type: none"> ▪ <i>Monitoring of ground-disturbing work in areas determined by the qualified professional to be highly sensitive for known or unknown cultural resources, if appropriate. The identification of sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the FAPA to minimize the potential for conflicting requirements.</i> ▪ <i>Data recovery excavations for resources that are eligible for listing under CRHR Criterion 4 because of the data they contain (which may contribute to research).</i> ▪ <i>For historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation.</i> • <i>All technical and mitigation documentation is subject to approval by the Folsom Community Development Department, in consultation with appropriate agencies, when applicable.</i> 			
<p><i>VI-I. South of US 50 Backbone and US 50 Crossings</i></p> <p><i>Prior to the start of construction activities, the project applicant(s) for the south of US 50 backbone and US 50 crossings improvements shall hire a licensed geotechnical engineer to prepare final, site-specific geotechnical subsurface investigation report(s), which shall</i></p>	<p>Folsom Environmental and Water Resources Department</p>	<p>Prior to the start of construction activities</p>	

MITIGATION MONITORING AND REPORTING PROGRAM South of Highway 50 Backbone Infrastructure Project			
Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>be submitted for review and approval to the Folsom Environmental and Water Resources Department and the Community Development Department. The final geotechnical engineering report(s) shall address and make recommendations on the following:</i></p> <ul style="list-style-type: none"> • <i>Site preparation;</i> • <i>Soil bearing capacity;</i> • <i>Appropriate sources and types of fill;</i> • <i>Potential need for soil amendments;</i> • <i>Road, pavement, and parking areas;</i> • <i>Structural foundations, including retaining-wall design;</i> • <i>Grading practices;</i> • <i>Soil corrosion of concrete and steel;</i> • <i>Erosion/winterization;</i> • <i>Seismic ground shaking;</i> • <i>Liquefaction; and</i> • <i>Expansive/unstable soils.</i> <p><i>The portion of Alder Creek that the sewer pipeline will cross shall be evaluated for slope stability. 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 design for water storage tanks and booster pump stations that are consistent with the California Building Code (CBC). 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 the structural foundations for the booster pump station and the water storage tanks 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.</i></p>	Folsom Community Development Department		
<p><i>VI-2. North of US 50 Water Improvements</i></p> <p><i>Prior to the start of construction activities, the project applicant(s) for the north of US 50</i></p>	Folsom Community Development	Prior to the start of construction	

**MITIGATION MONITORING AND REPORTING PROGRAM
South of Highway 50 Backbone Infrastructure Project**

Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>water improvements shall hire a licensed geotechnical engineer to prepare a final, site-specific geotechnical subsurface investigation report for the proposed improvements, which shall be submitted for review and approval to the Folsom Community Development Department. The final geotechnical engineering report shall address and make recommendations on the following:</i></p> <ul style="list-style-type: none"> • <i>Site preparation;</i> • <i>Soil bearing capacity;</i> • <i>Appropriate sources and types of fill;</i> • <i>Structural foundations, including retaining-wall design;</i> • <i>Potential need for soil amendments;</i> • <i>Grading practices;</i> • <i>Soil corrosion of concrete and steel;</i> • <i>Erosion/winterization;</i> • <i>Seismic ground shaking;</i> • <i>Liquefaction; and</i> • <i>Expansive/unstable soils.</i> <p><i>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 design for the booster pump stations that are consistent with the CBC. 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 the structural foundations for the booster pump station 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.</i></p>	Department	activities	
<p><i>VI-3. South of US 50 Backbone, US 50 Crossings, and North of US 50 Water Improvements</i></p> <p><i>Prior to initiation of ground disturbance, a geotechnical engineer shall develop a program to monitor the sites during construction to ensure compliance with the</i></p>	Folsom Community Development Department	Prior to the initiation of a ground disturbance	

MITIGATION MONITORING AND REPORTING PROGRAM			
South of Highway 50 Backbone Infrastructure Project			
Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<i>recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The monitoring program shall be subject to review and approval by the Folsom Community Development Department.</i>			
<p>VI-4. <i>South of US 50 Backbone</i></p> <p><i>Prior to the start of all construction activities east of Old Placerville Road, the project applicant(s) for all improvements south of US 50 shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer, and approved by the Folsom Community Development Department.</i></p>	Folsom Community Development Department	Prior to the start of all construction activities east of Old Placerville Road	
<p>VI-5(a). <i>South of US 50 Backbone, US 50 Crossings, and North of US 50 Water Improvements</i></p> <p><i>Prior to issuance of grading permits, the project applicant(s) constructing portions of the backbone infrastructure 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. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with backbone construction.</i></p> <p><i>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</i></p>	Folsom Public Works Department	Prior to the issuance of grading permits	
<p>VI-5(b). <i>South of US 50 Backbone</i></p> <p><i>Prior to issuance of grading permits for the detention basin west of Prairie City Road, the project applicant 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. The plan shall be consistent with the City's Grading</i></p>	Folsom Public Works Department	Prior to the issuance of grading permits for the detention basin west of Prairie	

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South of Highway 50 Backbone Infrastructure Project			
Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin construction.</i></p> <p><i>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 one foot.</i></p>		City Road	
<p>VII-1. Greenhouse Gas Emissions</p> <p><i>Prior to releasing a request for bid to contractors for construction of the proposed project, the project applicant shall stipulate that, at a minimum, the following SMAQMD GHG reduction measures be implemented in the respective request for bid, as well as the subsequent construction contract with the selected primary contractor:</i></p> <ul style="list-style-type: none"> • <i>Improve fuel efficiency from construction equipment:</i> <ul style="list-style-type: none"> ▪ <i>Reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</i> ▪ <i>Perform equipment maintenance (inspections, detect failures early, corrections);</i> ▪ <i>Train equipment operators in proper use of equipment;</i> ▪ <i>Use the proper size of equipment for the job; and</i> ▪ <i>Use equipment with new technologies (repowered engines, electric drive trains).</i> • <i>Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</i> • <i>Use a CARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of NO_x from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from CARB's Low Carbon Fuel Standard Program.</i> 	SMAQMD	Prior to releasing a request for bid to contractors	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<ul style="list-style-type: none"> • Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. • Reduce electricity use in the construction office, if applicable, by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. • Recycle non-hazardous construction and demolition debris (goal of at least 75 percent by weight). • Use locally sourced or recycled materials for construction materials (goal of at least 20 percent 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 SMAQMD-approved plan to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. <p><i>If the above-listed SMAQMD GHG reduction measures are determined to be infeasible by the project applicant, the applicant shall submit to SMAQMD a report that substantiates why specific measures are considered infeasible for construction of the proposed project. The report, including the substantiation for not implementing particular GHG reduction measures, shall be subject to review and approval by SMAQMD prior to initiating construction.</i></p>			
<p><i>VIII-1. South of US 50 Backbone</i></p> <p><i>The project applicant(s) for all improvements south of US 50 that would occur in or adjacent to the Area 40 boundary or on Aerojet property west of Prairie City Road shall submit copies of the improvement plans for review and approval relative to contamination</i></p>	Folsom Community Development Department	Prior to Improvement Plan approval of areas in or adjacent to the	

MITIGATION MONITORING AND REPORTING PROGRAM			
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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>conditions and avoidance of interference with remediation if the plans involve groundbreaking or other activities that either may lead to exposure to contamination conditions or impact future or existing remedial activities or involve modifications or closure of existing groundwater monitoring wells to (i) Aerojet, DTSC, the Central Valley RWQCB, and (ii) Folsom Community Development Department for property other than property west of Prairie City Road, or any successor in interest (the entities described in (i) and (ii) are referred to as "approving entities"). The approving entities shall work with the project applicant(s) to establish the preservation, modification, or closure of existing groundwater monitoring wells. Improvement Plans and related construction activities may be subject to approving entity conditions on location, design, construction, or maintenance conditions to mitigate environmental conditions or avoid interference with remediation, including approving entity requirements for vapor barriers in the utility corridors. Relative to sediment basins within or adjacent to Area 40 or (to the extent ultimately sited on Aerojet property west of Prairie City Road), the basins will be lined and subject to leak detection to avoid contribution to groundwater.</i></p>	<p>DTSC Central Valley RWQCB</p>	<p>Area 40 boundary or on Aerojet property west of Prairie City Road</p>	
<p>VIII-2. South of US 50 Backbone</p> <p><i>The project applicant(s) shall provide notice the approving entities of the location, nature, and duration of construction activities within the Area 40 boundary at least 30 days before construction activities begin. Remedial actions that may be required as to contamination conditions within the Area 40 boundary or on lands used for monitoring or other remediation activities, as required by DTSC, RWQCB, and/or the EPA, may include, but are not limited to:</i></p> <ul style="list-style-type: none"> • <i>Monitoring;</i> • <i>Installation of vertical barriers;</i> • <i>Biological, chemical, and/or physical treatment;</i> • <i>Extraction or excavation; and/or</i> • <i>Pump and treat activities.</i> 	<p>Folsom Community Development Department DTSC Central Valley RWQCB</p>	<p>At least 30 days before construction activities begin within the Area 40 boundary</p>	

MITIGATION MONITORING AND REPORTING PROGRAM South of Highway 50 Backbone Infrastructure Project			
Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>VIII-3. South of US 50 Backbone</i></p> <p><i>The project applicant(s) for all improvements south of US 50 that would occur in or adjacent to the Area 40 boundary, the detention basin west of Prairie City Road, or lands subject to monitoring or other remediation activities shall provide notification in writing to the City that the required notice and approving entity (including, but not limited to, DTSC, CVRWQCB, and Folsom Community Development Department) conditions have been fulfilled. Evidence shall be submitted to the Folsom Community Development Department before approval of improvement plans.</i></p>	<p>Folsom Community Development Department</p>	<p>Prior to Improvement Plan approval of areas in or adjacent to the Area 40 boundary or on Aerojet property west of Prairie City Road</p>	
<p><i>LX-1. South of US 50 Backbone, US 50 Crossings, and North of US 50 Water Improvements</i></p> <p><i>Prior to issuance of grading permits, the applicant(s) shall obtain an NPDES Construction General Permit from the Central Valley Regional Water Quality Control Board. The permit is required to control both construction and operation activities that may adversely affect water quality. To obtain coverage under this General Permit, the appropriate Legally Responsible Person (LRP) must electronically file Permit Registration Documents (PRDs), which include a Notice of Intent (NOI), a SWPPP, and other documents required by the General Permit, and mail the appropriate permit fee to the SWRCB. In addition, a Risk Level Assessment shall be completed in accordance with SWRCB Order No. 2009-0009-DWQ. The SWPPP shall describe the erosion and sediment controls using BMPs and Best Available Technologies (BATs). The SWPPP shall also include means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control. Typical BMPs that could be used during construction of the proposed projects include, but are not limited to temporary facilities such as straw wattles and sandbags. Temporary facilities will capture a majority of the siltation resulting from construction activities prior to discharging into existing natural channels. The construction contractor shall be required to comply with the permit and implement, monitor, and maintain all BMPs during construction to ensure they function properly for review and approval of the City Engineer.</i></p>	<p>Central Valley RWQCB City Engineer</p>	<p>Prior to the issuance of grading permits</p>	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>XII-1 North of US 50 Water Improvements</i></p> <p><i>Prior to approval of construction drawings for a new 6.8 gpm booster pump station at the Folsom Water Treatment Plant, an acoustical analysis shall be prepared to evaluate whether the proposed booster pump station could generate stationary noise levels that would exceed the City of Folsom's non-transportation-related exterior noise level standards (see Table 26-3) at nearby residential backyards. If it is determined that nearby residential backyards would be subject to exterior noise levels in excess of the General Plan noise standards, as a result of the proposed booster pump station, then the acoustical analysis shall include recommendations to reduce exterior noise levels at nearby backyards below the General Plan noise standards. This may include relocating the proposed booster pump station, or redesigning the pump station. The acoustical analysis shall be reviewed and approved by the Folsom Public Works Department prior to approval of construction drawings for the booster pump station improvements.</i></p>	<p>Folsom Public Works Department</p>	<p>Prior to approval of construction drawings for a new booster pump station at the Folsom Water Treatment Plant</p>	
<p><i>XVI-1 South of US-50 Backbone, US 50 Crossings, and North of US 50 Water Improvements</i></p> <p><i>The project applicant(s) 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 City of Folsom Public Works Department or Caltrans for review and approval prior to the approval of all project plans or permits, for all improvements where implementation may cause impacts on traffic along roadways within their respective areas of jurisdiction. The traffic control plan shall, at minimum, include the following measures:</i></p> <ul style="list-style-type: none"> <i>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</i> <i>• Maintaining alternate one-way traffic flow past the lay down area and site</i> 	<p>Folsom Public Works Department</p>	<p>Prior to construction activities</p>	

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Mitigation Measure	Monitoring Agency	Timing	Sign-Off
<p><i>access when feasible.</i></p> <ul style="list-style-type: none"> • <i>Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7:00 AM to 8:00 AM and 5:00 PM to 6:00 PM on weekdays).</i> • <i>The City shall provide a minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. The notice shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.</i> • <i>The City, in cooperation with the contractor(s), shall provide a phone number and community contact for inquiries about the schedule of the construction of the south of US 50 backbone infrastructure throughout the construction period. The information will be posted in a local newspaper, on the City's web site, or at City Hall and will be updated on a monthly basis.</i> • <i>To the extent practical, the City shall maximize opportunities for coordinated construction and installation of the conveyance pipeline with other planned roadway improvement projects.</i> 			

Attachment 22

Mitigation Monitoring and Reporting Program for Off-Site Water Facility Alternative

Table A
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project
Revised Proposed Off-site Water Facility Alternative¹

Mitigation Measure	Timing	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>3B.1 AESTHETICS/VISUAL</p> <p>Mitigation Measure 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. The external appearance of above-ground facilities, including the choice of color and materials, shall seek to reduce the visual impact of the proposed pump station facilities. Bright reflective materials and colors shall be avoided. As appropriate, the exterior design of these facilities should follow design guidelines provided in applicable land use plans. Minimum exterior design requirements shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Painting (with earth-colored tones) of structural façades to blend with surrounding land uses, • Use of fencing or structural materials similar to those used by nearby land uses, • Installation of berms and/or landscaping around the facility (see Mitigation Measure 3B.2-2b for additional detail), and • Clustering of structural facilities to maximize open space buffering. 	<p>Prior to approval of grading plans and building permits for facilities.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.1-2b: Prepare Landscaping Plan. The City shall develop a landscaping plan for each structural facility site that uses a combination of native vegetation, earthen features (e.g., boulders), and, if appropriate, topographical separations (e.g., berms) to maximize site appearance and shield the new facilities from nearby sensitive receptors to the extent feasible. In addition to complying with local standards, the landscaping plan shall require the following at each site:</p> <ul style="list-style-type: none"> • Vegetation shall be arranged in a hierarchy of plant groupings to enhance the visual and scenic qualities of the site(s). To the extent practical, the design will minimize the need for supplemental irrigation. • New or replacement vegetation shall be compatible with surrounding vegetation and shall be adaptable to the site with regard to rainfall, soil type, exposure, growth rate, erosion control, and energy conservation 	<p>Prior to approval of grading plans and building permits for facilities.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	

¹ This MMRP is to be used only for the Revised Proposed Off-site Water Facility Alternative as described in the City of Folsom's CEQA Addendum dated November 2012.

² The City of Folsom's Utilities Department is primarily responsible for implementing the mitigation measures for the Revised Proposed Off-site Water Facility Alternative as described in this MMRP.

³ As the lead department for the development of the FPA, the City of Folsom's Community Development Department is primarily responsible for ensuring enforcement of the mitigation measures described herein and along with other responsible parties as otherwise noted.

Table A
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project
Revised Proposed Off-site Water Facility Alternative¹

Mitigation Measure	Timing	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>purposes.</p> <ul style="list-style-type: none"> Plant materials chosen shall be species which do not present any safety hazards, which allow native flora to reestablish in the area, and which require minimal maintenance, including watering, pest control, and clean-up of litter from fruit and droppings. 				
<p>Mitigation Measure 3B.1-3a: Conformance to Construction Lighting Standards. The City shall limit construction to daylight hours to the extent possible. If nighttime lighting or construction is necessary, the City shall ensure that unshielded lights, reflectors, or spotlights are not located and directed to shine toward or be directly visible from adjacent properties or streets. To the extent possible, the City shall minimize the use of nighttime construction lighting within 500 feet of existing residences. This measure shall be identified on grading plans and in construction contracts.</p>	<p>Prior to approval of grading plans and building permits for facilities.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.1-3b: Prepare and Submit a Lighting Master Plan. The City shall prepare a Lighting Master Plan that covers the Revised Proposed Off-site Water Facility Alternative. The Lighting Master Plan shall include the following minimum requirements:</p> <ul style="list-style-type: none"> Outdoor lighting shall be properly shielded and installed to prevent light trespass on adjacent properties; Flood or spot lamps installed as part of the Revised Proposed Off-site Water Facility Alternative shall be aimed no higher than 45 degrees above straight down (halfway between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway; Prohibit the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for public lighting in residential neighborhoods; and Comply with requirements of local jurisdiction, if applicable. 	<p>Prior to approval of grading plans and building permits for booster pump facilities.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>3B.2 AIR QUALITY Mitigation Measure 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan. Consistent with SMAQMD requirements, the City of Folsom shall provide a plan for demonstrating that the heavy-duty (> 50 horsepower) 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</p>	<p>Prior to construction of the Revised Proposed Off-site Water Facility</p>	<p>City of Folsom Utilities Department</p>	<p>1. City of Folsom Community Development Department 2. SMAQMD</p>	

Folsom South of U.S. Highway 50 Specific Plan
 Revised Proposed Off-site Water Facility Alternative

City of Folsom
 Mitigation Monitoring and Reporting Program

**Table A
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project
Revised Proposed Off-site Water Facility Alternative¹**

Mitigation Measure	Timing Alternative.	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>reduction. Prior to construction, the City's contractor shall submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction of the Revised Proposed Off-site Water Facility. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted quarterly 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 subject heavy-duty off-road equipment, the Revised Proposed Off-site Water Facility 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.</p>	<p>Alternative.</p>			
<p>Mitigation Measure 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWQCB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.</p>	<p>Prior to construction of the Revised Proposed Off-site Water Facility Alternative.</p>	<p>City of Folsom Utilities Department</p>	<p>1. City of Folsom Community Development Department 2. SMAQMD</p>	
<p>Mitigation Measure 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction. The City shall implement fugitive dust control measures and a particulate matter monitoring program during construction. The City shall ensure implementation of dust control measures and a particulate matter monitoring program during each phase of construction. Dust control measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Minimize on-site construction vehicle speeds on unpaved surfaces; • Post speed limits; • Suspend grading operations when wind is sufficient to generate visible dust clouds; • Pave, water, use gravel, cover, or spray a dust-control agent on all haul roads; 	<p>Prior to construction of the Revised Proposed Off-site Water Facility Alternative.</p>	<p>City of Folsom Utilities Department</p>	<p>1. City of Folsom Community Development Department 2. SMAQMD</p>	

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**Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project
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Mitigation Measure	Timing	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<ul style="list-style-type: none"> Prohibit no open burning of vegetation during project construction; Chip or deliver vegetative material to waste-to-energy facilities; Reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Mitigation Measure 3B.2.1a; Clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and Water and keep moist exposed earth surfaces, graded areas, storage piles, and haul roads as needed to prevent fugitive dust. 				
<p>Mitigation Measure 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. New pumping stations including back-up diesel generators shall be located more than 200 feet away from sensitive receptors. Electrically-powered pumps shall be used to power new pumps, to the extent practicable.</p>	<p>Prior to the approval of grading plans and building permits for the water pumping facilities associated with the Revised Proposed Off-site Water Alternative.</p>	<p>City of Folsom Utilities Department</p>	<p>1. City of Folsom Community Development Department 2. SMAQMD</p>	
<p>Mitigation Measure 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. Screening-level DPM assessments shall be conducted for diesel-powered pump operations proposed within 200 feet of residences or other sensitive receptors. These analyses should include exact distances between the receptors and operations, and include the actual DPM emissions for the engines proposed. If the analysis shows an annual average DPM concentration from project operations at residences within 200 feet of the DPM source to be greater than 0.024µg/m³, the engine location shall be moved to a location where the annual average DPM concentration from project emissions at the residences is less than 0.024µg/m³. The acceptable concentration of 0.024µg/m³ was determined using the current OEHA cancer potency factor and methodology for diesel exhaust (OEHA 2003). If diesel exhaust concentrations at the affected receptor would be below 0.024µg/m³, then the cancer health risk would be less than 9.9 cancers in a population of a million.</p>	<p>Prior to the approval of grading plans and building permits for the water pumping facilities associated with the Revised Proposed Off-site Water Alternative.</p>	<p>City of Folsom Utilities Department</p>	<p>1. City of Folsom Community Development Department 2. SMAQMD</p>	

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Mitigation Measure	Timing	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>3B.4 CLIMATE CHANGE</p> <p>Mitigation Measure 3B.4-1a: Implement GHG Reduction Measures during Construction. The bid specifications for construction of the Revised Proposed Off-site Water Facility Alternative shall require that bidders demonstrate how they will comply with each of the following measures during all construction and demolition activities:</p> <ol style="list-style-type: none"> 1) Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer's specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the SMAQMD. 2) Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 5 minutes or for such other more restrictive time as may be required in law or regulation. 3) On-site construction vehicles and equipment will use ARB-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required. 4) A City-approved Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) will be in place for the Off-site Water Facilities that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure. <p>Mitigation Measure 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. Prior to operation, the City shall have in place a</p>	<p>Prior to the approval of grading plans and building permits for the Revised Proposed Off-site Water Facility Alternative.</p>	<p>City of Folsom Utilities Department</p>	<ol style="list-style-type: none"> 1. City of Folsom Community Development Department 2. SMAQMD 	
<p>Mitigation Measure 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. Prior to operation, the City shall have in place a</p>	<p>Prior to the approval of</p>	<p>City of Folsom Utilities Department</p>	<ol style="list-style-type: none"> 1. City of Folsom Community Development Department 	

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<p>Climate Action Plan and Greenhouse Reduction Strategy (Plan) for the Revised Proposed Off-site Water Facility Alternative that has been adopted by the City following an opportunity for review and recommendation by the SMAQMD. At a minimum, the Plan shall include:</p> <ul style="list-style-type: none"> • Designation of Person Responsible for Implementation. The Plan shall designate the name and contact information of the person(s) responsible for ensuring continuous and on-going implementation of the Plan. • GHG Inventory and Reduction Target. The City shall prepare a complete GHG Inventory for the Revised Proposed Off-site Water Facilities components. • Off-site Water Facilities Design Features. The Revised Proposed Off-site Water Facilities shall include design features to reduce operational GHG emissions, as well as an estimate of the reduction in GHG emissions that is expected to result from each facility. Initial measures that may be considered include, but are not limited to: <ul style="list-style-type: none"> ○ design all conditioned occupancies with "cool roofs" using products certified by the Cool Roof Rating Council, and other exposed roof surfaces coated with "cool paints"; ○ design all conditioned occupancies to take advantage of shade through the planting of deciduous canopy-type trees and/or prevailing winds to reduce energy use; ○ make maximum use of EnergyStar-qualified energy efficient appliances, heating and cooling systems, office equipment and lighting products; ○ install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy that has been generated by renewable sources to meet a portion of the electricity needs of the Offsite Water Facilities; and ○ in an effort to reduce GHG emissions from transportation sources, the bid specifications for the Revised Proposed Offsite Water Facilities should require that bidders 	<p>grading plans and building permits for the Revised Proposed Off-site Water Facility Alternative.</p>		<p>2. SMAQMD</p>	

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Mitigation Measure	Timing	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>demonstrate that they have given preference to local sources of building materials or offer evidence to support why such local sources have not been used.</p>				
<p>3B.5 CULTURAL RESOURCES</p>				
<p>Mitigation Measure 3A.5-1a: Comply with the Programmatic Agreement. The PA for the proposed FPA project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the NHPA. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	<p>The PA shall be prepared and executed (signed) prior to issuance of any Federal permit or authorization for any aspect or component of the specific plan project.</p>	<p>USACE (or designee) and the project applicant(s) of all project phases (as directed by USACE)</p>	<p>1. USACE 2. The City of Folsom Community Development Department of all project phases (as directed by USACE), with oversight by the SHPO</p>	
<p>Mitigation Measure 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. Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. 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 CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase of the Revised Proposed Off-site Water Facility Alternative, the City shall perform the following actions:</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<ul style="list-style-type: none"> 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 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 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 				

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<p>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.</p> <ul style="list-style-type: none"> • 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 PA to minimize the potential for inconsistency and duplicative management efforts. 				

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Mitigation Measure	Timing	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>Mitigation Measure 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. To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> • Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered. • As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. • Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR or NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site. 	<p>Before and during ground-disturbing activities.</p>	<p>City of Folsom Utilities Department</p>	<p>1. For actions taken to satisfy the requirements of Section 106: the SHPO and USACE 2. City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and</p>	<p>Upon the discovery of</p>	<p>City of Folsom Utilities Department</p>	<p>1. For actions taken to satisfy the requirements of Section</p>	

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Mitigation Measure	Timing	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>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 applicable 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 MLD 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. 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 MLD 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 MLD has taken place. The MLD shall have at least 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: non-destructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by Assembly Bill (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(c) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> • Record the site with the NAHC or the appropriate Information Center, • Use an open-space or conservation zoning designation or easement, or • Record a document with the county in which the property is located. <p>The project applicant(s) or its authorized representative of all project phases shall</p>	<p>suspected human remains.</p>		<p>106: the SHPO and USACE</p> <p>2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department</p>	

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<p>rebury the Native American 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 MLD or if the MLD 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 MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p>				
<p>3B.7 GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES Mitigation Measure 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures. Facility design for the Revised Proposed Off-site Water Facility Alternative shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer to be retained by the City. The final geotechnical and/or civil engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> • Site preparation; • Soil bearing capacity; • Appropriate sources and types of fill; • Potential need for soil amendments; • Road, pavement, and parking areas; • Structural foundations, including retaining-wall design; • Grading practices; • Soil corrosion of concrete and steel; • Erosion/winterization; • Seismic ground shaking; • Liquefaction; and 	<p>Prior to completion of engineering plans for the Revised Proposed Off-site Water Facility Alternative.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	

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<ul style="list-style-type: none"> Expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the City.</p>				
<p>Mitigation Measure 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the CBC and American Water Works Association standards.</p>	<p>Prior to completion of engineering plans for the Revised Proposed Off-site Water Facility Alternative.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.7-4: Implement Corrosion Protection Measures. As determined appropriate by a licensed geotechnical or civil engineer, the City shall ensure that all underground metallic fittings, appurtenances, and piping include a cathodic protection system to protect these facilities from corrosion.</p>	<p>Prior to completion of engineering plans for the Revised Proposed Off-site Water Facility Alternative.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 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. To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the City shall implement appropriate measures during construction of the Revised Proposed Offsite Water Facility Alternative. These measures shall be required for construction activities at the following:</p>	<p>During earthmoving activities.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<ul style="list-style-type: none"> Before the start of any earthmoving activities, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. 				

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<ul style="list-style-type: none"> If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify Sacramento County Planning and Community Development Department. 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 County to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. 				
<p>3B.8 HAZARDS AND HAZARDOUS MATERIALS</p> <p>Mitigation Measure 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. The City shall ensure, through the enforcement of contractual obligations, that all contractors transport, store, and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by Caltrans, Central Valley RWQCB, local fire departments, and the County environmental health department. Recommendations shall include as appropriate transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using applicable Federal, state and/or local regulatory agency protocols. In addition, all precautions required by the Central Valley RWQCB-issued NPDES construction activity stormwater permits shall be taken to ensure that no hazardous materials enter any nearby waterways.</p> <p>In the event of a spill, the City shall ensure, through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the local fire departments, the local environmental health department, or any other regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media.</p> <p>The storage, handling, and use of the construction-related hazardous materials shall be in accordance with applicable Federal, state, and local laws. Construction-related hazardous materials and hazardous wastes (e.g., fuels and waste oils) shall be stored away from stream channels and steep banks to prevent</p>	<p>Prior to construction and operation the Revised Proposed Off-site Water Facility Alternative</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	

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<p>these materials from entering surface waters in the event of an accidental release. These materials shall be kept at sufficient distance (at least 500 feet) from nearby residences or other sensitive land uses. This includes materials stored for expected use, materials in equipment and vehicles, and waste materials.</p>				
<p>Mitigation Measure 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. The City shall prepare a Hazardous Materials Management Plan (HMMP) for the proposed WTP. The HMMP shall provide for safe storage, containment, and disposal of chemicals and hazardous materials related to WTP operations, including waste materials. The plan shall include, but shall not be limited to, the following:</p> <ul style="list-style-type: none"> • A description of hazardous materials and hazardous wastes; • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste; • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information; • A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility; • Instructions on keeping Materials Safety and Data Sheets (MSDS) on-site for each on-site, hazardous chemical; • Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank; and • A description of equipment maintenance procedures. <p>The HMMP shall be made a condition of contractual obligation and shall be available for review by construction inspectors and implementation compliance shall be monitored.</p>	<p>Prior to construction and operation the Revised Proposed Off-site Water Facility Alternative</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	

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Mitigation Measure	Timing	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>Mitigation Measure 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment. Prior to construction, the City shall conduct a Phase 1 Environmental Site Assessment according to American Society for Testing and Materials (ASTM) protocol for the selected conveyance pipeline alignment, pump station, well, and WTP site. If any hazardous materials or waste sites are identified during the Phase 1 Environmental Site Assessment, the City shall implement Mitigation Measure 3.8-5b.</p>	<p>Prior to construction and operation the Revised Proposed Off-site Water Facility Alternative</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.8-5b: Develop and Implement a Remediation Plan. If determined necessary to mitigate for potential hazards resulting from disturbance of existing contaminated areas, the extent of contamination from hazardous materials sites within or adjacent to the Off-site Water Facilities construction area shall be delineated during final design. Disturbance to contaminated areas during construction shall be avoided, or any work done within contaminated areas shall be undertaken in compliance with standards approved by the DTSC or Sacramento County Department of Environmental Health to ensure that hazardous materials will not be released as a result of the ground disturbance. Additionally, if unidentified contaminated soil or groundwater are encountered, or if suspected contamination is encountered during any construction activities, work shall be halted in the area of potential exposure, and the type and extent of contamination shall be identified. A qualified professional, in consultation with appropriate regulatory agencies, will then develop and implement a plan to remediate the contamination and properly dispose of the contaminated material.</p>	<p>Prior to construction and operation the Revised Proposed Off-site Water Facility Alternative</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.8-7a: Keep Construction Area Clear of Combustible Materials. The City shall ensure, through the enforcement of contractual obligations that during construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. The contractor shall keep these areas clear of combustible materials in order to maintain a firebreak. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.</p>	<p>Prior to construction and operation the Revised Proposed Off-site Water Facility Alternative</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.8-7b: Provide Accessible Fire Suppression Equipment. Work crews shall be required to carry or have sufficient fire suppression equipment to ensure that any fire resulting from construction activities is immediately extinguished. All off-road equipment using internal combustion engines shall be equipped with spark arrestors.</p>	<p>Prior to construction and operation the Revised Proposed Off-site Water Facility Alternative</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	

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Mitigation Measure	Timing Alternative	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>3B-9 HYDROLOGY AND WATER QUALITY</p> <p>Mitigation Measure 3B-9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. The City shall prepare a SWPPP specific to the Revised Proposed selected Off-site Water Facility Alternative and secure coverage under SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ). The SWPPP shall identify specific actions and BMPs relating to the prevention of stormwater pollution from project-related construction sources by identifying a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall reflect localized surface hydrological conditions and shall be reviewed and approved by the City prior to commencement of work and shall be made conditions of the contract with the contractor selected to build the Revised Proposed Off-site Water Facility Alternative. The SWPPP shall incorporate control measures in the following categories:</p> <ul style="list-style-type: none"> • Soil stabilization and erosion control practices (e.g., hydroseeding, erosion control blankets, mulching, etc.); • Dewatering and/or flow diversion practices, if required (see Mitigation Measure 3B-9-1b); • Sediment control practices (temporary sediment basins, fiber rolls, etc.); • Temporary and post-construction on- and off-site runoff controls; • Special considerations and BMPs for water crossings, wetlands, drainages, and vernal pools; • Monitoring protocols for discharge(s) and receiving waters, with emphasis placed on the following water quality objectives: dissolved oxygen, floating material, oil and grease, pH, and turbidity; • Waste management, handling, and disposal control practices; • Corrective action and spill contingency measures; • Agency and responsible party contact information, and Training 	<p>Develop SWPPP prior to construction of the Revised Proposed Off-site Water Facility Alternative and implementation throughout construction.</p>	<p>City of Folsom Utilities Department</p>	<p>1. Central Valley Regional Water Quality Control Board 2. City of Folsom Community Development Department</p>	

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<p>procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP.</p> <p>The SWPPP shall be prepared by a qualified SWPPP practitioner with BMPs selected to achieve maximum pollutant removal and represent the best available technology that is economically achievable. Emphasis for BMPs shall be placed on controlling discharges of oxygen depleting substances, floating material, oil and grease, acidic or caustic substances or compounds, and turbidity. Performance and effectiveness of these BMPs shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination, (inadvertent petroleum release) as required to determine adequacy of the measure.</p>				
<p>Mitigation Measure 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWCQB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.</p>	<p>Incorporation measures into SWPPP prior to construction and implementation throughout construction, as appropriate</p>	<p>City of Folsom Utilities Department</p>	<p>1. Central Valley Regional Water Quality Control Board 2. City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. The City shall prepare a Drainage Plan for the Revised Proposed Off-site Water Facility Alternative and shall incorporate measures to maintain off-site runoff during peak conditions to preconstruction discharge levels. The Drainage Plan shall provide both short- and long-term drainage solutions to ensure the proper sequencing of drainage facilities during and following construction. The City shall evaluate options for on-site detention including, but not limited to, providing temporary storage within a portion or portions of proposed paved areas, linear infiltration facilities along the site perimeter, and/or other on-site opportunities for detention, retention, and/or infiltration facilities. Design specifications for the detention, retention, and/or infiltration facilities shall provide sufficient storage capacity to accommodate the 10-year, 24-hour storm event. In addition, the Drainage Plan shall delineate the overland release path for flows generated by a 100-year frequency storm, so that structural pad elevations for above ground facilities are placed a minimum of one foot above the property's highest frontage curb elevation. The Drainage Plan</p>	<p>Development of the Drainage Plan prior to start of construction.</p>	<p>City of Folsom Utilities Department</p>	<p>1. Central Valley Regional Water Quality Control Board 2. City of Folsom Community Development Department</p>	

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<p>shall also provide sufficient attenuation of flows to ensure no net increase in off-site discharges to waterways.</p>				
<p>Mitigation Measure 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. Energy dissipaters, vegetated rip-rap, soil protection, and/or other appropriate BMPs shall be included within all storm-drain outlets to slow runoff velocities and prevent erosion at discharge locations for the WTP. A long-term maintenance plan shall be implemented for all drainage discharge control devices. The WTP layout shall also include sufficient on-site containment and pollution-control devices for drainage facilities to avoid the off-site release of water quality pollutants, oil and grease.</p>	<p>Incorporation of measures into the Drainage Plan prior to start of construction.</p>	<p>City of Folsom Utilities Department</p>	<p>1. Central Valley Regional Water Quality Control Board 2. City of Folsom Community Development Department</p>	
<p>3B.11 NOISE</p>				
<p>Mitigation Measure 3B.11-1a: Limit Construction Hours. Construction activities shall be limited to daylight hours between 7 a.m. and 7 p.m. Monday through Friday, and 9 a.m. and 5 p.m. on Saturday. No construction shall be allowed on Sundays or holidays.</p>	<p>During construction of The Revised Proposed Off-site Water Facility Alternative components.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.11-1b: Minimize Noise from Construction Equipment and Staging. Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools, where used. The City's construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors.</p>	<p>During construction of The Revised Proposed Off-site Water Facility Alternative components.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.11-1c: Maximize the Use of Noise Barriers. Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. If feasible, noise barriers shall be used at the construction site and staging area. Temporary walls, stockpiles of excavated materials, or moveable sound barrier curtains would be appropriate in instances where construction noise would exceed 90 dBA and occur within less than 50 feet from a sensitive receptor. The final selection of noise barriers will be subject to the City's approval and shall provide a minimum 10 dBA reduction in construction noise levels.</p>	<p>Prior to and during construction.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. No amplified sources (e.g., stereo "boom boxes") shall be used in</p>	<p>Prior to and during Construction.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	

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<p>the vicinity of residences during project construction.</p>				
<p>Mitigation Measure 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. An on-site complaint and enforcement manager shall track and respond to noise complaints. The City shall also provide a mechanism for residents, businesses, and agencies to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the required hours.</p>	<p>Prior to and during construction.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>Mitigation Measure 3B.11-3: Implement Operational Noise Minimization Measures. The following mitigation measures shall be implemented for the design of the WTP and the pump station(s) to ensure that operational noise levels at the property line do not exceed the City/County standards:</p> <ul style="list-style-type: none"> • Shielding and other specified measures as deemed appropriate and effective by the design engineer shall be incorporated into the design in order to comply with performance standards. • Pumps located underground shall be shielded to not affect nearby sensitive receptors. • Project equipment shall be outfitted and maintained with noise-reduction devices such as equipment closures, fan silencers, mufflers, acoustical louvers, noise barriers, and acoustical panels to minimize operational noise. • Particularly noisy equipment shall be located as far away as feasibly possible from nearby sensitive receptors. • The orientation of acoustical exits shall always be facing away from nearby sensitive receptors. Buildings and landscaping shall be incorporated, where possible, to absorb or redirect noise away from nearby sensitive receptors. 	<p>Approval of engineering plans for the Revised Proposed Off-site booster pumping facilities prior to Construction.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	
<p>3B.12 PARKS AND RECREATION Mitigation Measure 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a. As part of the Traffic Control Plan identified in Mitigation Measure 3.14-1a, the City shall ensure that bike trail access is maintained throughout the construction period through the use of detours. Proper signage shall be included in multiple locations, where necessary, to provide advance notice to bikers of up-comings construction activities.</p>	<p>Prior to and during construction.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	

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<p>3B.15 TRAFFIC AND TRANSPORTATION</p> <p>Mitigation Measure 3B.15-1a: Prepare Traffic Control Plan. Prior to construction, the City shall prepare a Traffic Control Plan for roadways and intersections affected by the Revised Proposed Off-site Water Facility's-related construction. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City. The Traffic Control Plan to be prepared by the construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • The City shall provide 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. • The City, in cooperation with its contractor(s), shall provide a phone number and community contact for inquiries about the schedule of the Revised Proposed Off-site Water Facilities 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. • To the extent practical and depending on the alignment of the Revised Proposed Off-site Water Facility Alternative, the City shall maximize opportunities for coordinated construction and installation of the conveyance pipeline with other planned roadway improvement projects. <p>Mitigation Measure 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. Prior to construction, the City's construction contractor(s) shall be responsible for assessing current road conditions for Revised Proposed Off-site</p>	<p>Prior to and during construction.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department</p>	

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<p>Mitigation Measure</p> <p>Water Facility Alternative's haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered into with applicable jurisdictions prior to construction that details post construction road restoration requirements. The City and/or its contractor shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.</p>				
<p>3B.16 UTILITIES AND SERVICE SYSTEMS</p>				
<p>Mitigation Measure 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as "pot-holing"). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.</p>	<p>Prior to and during construction.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Utilities Department</p>	
<p>Mitigation Measure 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. Prior to installation, the City determine proper installation methods and final design criteria to minimize the potential for disruptions to existing and planned utilities.</p>		<p>City of Folsom Utilities Department</p>	<p>City of Folsom Utilities Department</p>	
<p>3B.17 GROUNDWATER</p>				
<p>Mitigation Measure 3B.17-1a: Implement Construction Dewatering Best Management Practices. During construction at site locations containing high groundwater, if groundwater from dewatering activities cannot be contained within the construction area, it shall be pumped to an authorized onsite land area, existing detention facilities, or Baker tanks or equivalent with sufficient capacity to control the volume of groundwater. Tanks shall be equipped with a gel coagulant, a filter system, and/or other containment to remove sediment. The Revised Proposed Off-site Water Facility Alternative's Stormwater Pollution Prevention Plan (SWPPP) shall include BMPs, as appropriate, to retain, treat, and dispose of groundwater from dewatering activities. Measures shall include, but not limited to, the following:</p>	<p>Prior to and during construction.</p>	<p>City of Folsom Utilities Department</p>	<p>1. California Department of Fish and Game or Regional Water Quality Control Board 2. City of Folsom Community Development Department</p>	
<ul style="list-style-type: none"> Temporarily retain pumped groundwater, as appropriate, to reduce turbidity and concentrations of suspended sediments before discharge to surface waterways; 				

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<ul style="list-style-type: none"> Convey pumped groundwater to a suitable land disposal area capable of percolating flows; and/or Incorporate other applicable measures from the Caltrans Storm Water Quality Handbook, Section 7: Dewatering Operations (2004). 	Prior to and during construction.	City of Folsom Utilities Department	<ol style="list-style-type: none"> California Department of Fish and Game or Regional Water Quality Control Board City of Folsom Community Development Department 	
<p>3B.18 WATER SUPPLY</p> <p>Mitigation Measure 3A.18-1: Submit Proof of Surface Water Supply Availability.</p> <ul style="list-style-type: none"> 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. 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 	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Utilities Department	City of Folsom Community Development Department and City of Folsom Public Works Department	

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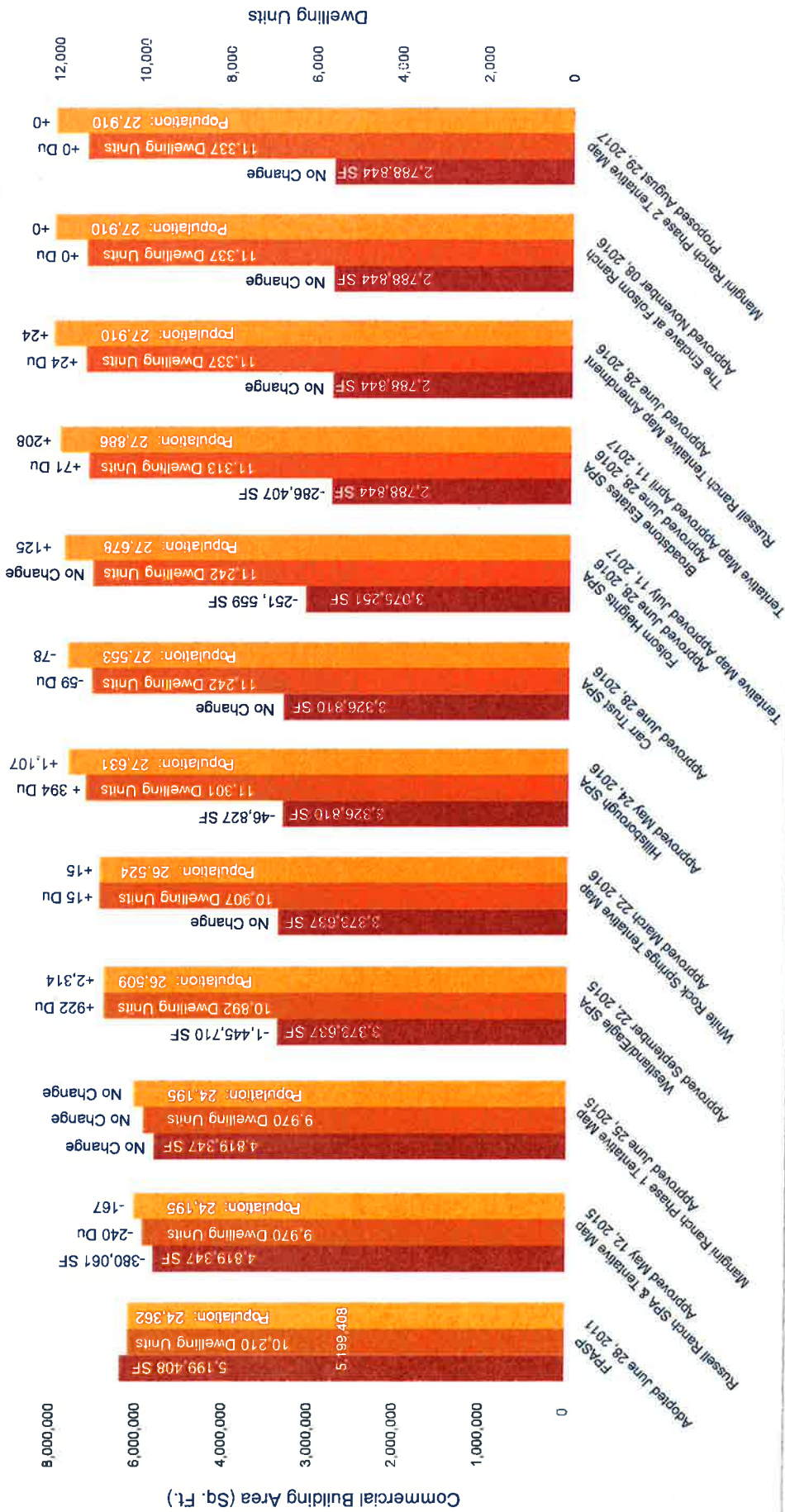
Mitigation Measure	Timing	Implementation ²	Enforcement ³	Dated Signature for Verification of Compliance
<p>information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p> <p>Mitigation Measure 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Utilities Department</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department.</p>	

Attachment 23

**FPASP Development Activity Bar Chart
Dated November 16, 2017**

FPASP Dwelling Units, Population and Commercial Building Area

Commercial Bldg. Area Dwelling Units Population



Attachment 24
Site Photographs



