

PLANNING COMMISSION AGENDA
June 1, 2016
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

CALL TO ORDER PLANNING COMMISSION: Chair Ross Jackson, Vice Chair John Arnaz; Commissioners: Kelley Butcher, Marci Embree, Jennifer Lane, Brian Martell, and Thomas Scott

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 May 18, 2016 will be presented for approval.

NEW BUSINESS

1. PN 16-122, Amended Russell Ranch Large Lot and Small Lot Tentative Subdivision Map in the Folsom Plan Area Specific Plan Area

A Public Hearing to consider a request by The New Home Company for an amendment to the approved Vesting Large Lot Tentative Subdivision Map to reconfigure the approved 33 large lots and for an amendment to the approved Vesting Small Lot Tentative Subdivision Map to increase the number of small lots in Phase 1 by 24 lots to create a 396 lot phase in the subdivision and to redesign Phase 2 to allow local street connections with the property to the north, otherwise known as Broadstone Estates. The project is located easterly of Placerville Road and south of Highway 50. An Environmental Impact Report was certified for the project pursuant to the California Environmental Quality Act Guidelines (Russell Ranch EIR, SCH # 2014062018), by the Folsom City Council on May 12, 2015. **(Project Planner: Sherri Metzker, Consultant / Applicant: The New Home Company)**

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **June 15, 2016**. 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 355-7222 and FAX number is 355-7274.

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



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION MINUTES
May 18, 2016
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION: Chair Ross Jackson; Vice Chair John Arnaz; Commissioners: Kelley Butcher, Marci Embree, Jennifer Lane, Brian Martell, Thomas Scott

ABSENT: None

CITIZEN COMMUNICATION: None

MINUTES: The minutes of May 4, 2016 were approved as submitted.

NEW BUSINESS

1. PN 15-373, Brewhouse Plaza, 13407 Folsom Blvd. – Conditional Use Permit and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Visione Enterprise for approval of a Conditional Use Permit for development and operation of a mixed-use commercial development to be known as Brewhouse Plaza. The proposed project, which includes utilization of an existing 9,200-square-foot building, features a 4,500-square-foot microbrewery (Mraz Brewery) and 4,700 square feet of retail tenant space. The zoning classification for the site is C-2 and the General Plan land-use designation is GC. The project is categorically exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA). **(Project Planner: Principal Planner, Steve Banks / Applicant: Visione Enterprise)**

COMMISSIONER JACKSON MOVED TO APPROVE A CONDITIONAL USE PERMIT TO FOR DEVELOPMENT AND OPERATION OF THE BREWHOUSE PLAZA AT THE PROPERTY LOCATED AT 13407 FOLSOM BOULEVARD WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDING C; CONDITIONAL USE PERMIT FINDING D; CONDITIONS OF APPROVAL 1 – 36.

COMMISSIONER BUTCHER SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: BUTCHER, SCOTT, ARNAZ, LANE, EMBREE, JACKSON
NOES: NONE
ABSTAIN: MARTELL
ABSENT: NONE

2. **PN 15-238, Pique at Iron Point Apartments, 2800 Iron Point Road - Planned Development Permit and Consideration of Adoption of a Mitigated Negative Declaration**

A Public Hearing to consider a request from Elliott Homes for approval of a Planned Development Permit for development of a 327-unit market-rate apartment project on a 34-acre site located on the south side of Iron Point Road between Serpa Way and Carpenter Hill Road. The zoning classification for the site is SP 95-1 and SP 92-3, while the General Plan land-use designation is MHD. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: Elliott Homes)**

COMMISSIONER JACKSON MOVED TO ADOPT THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE PIQUE AT IRON POINT APARTMENT PROJECT (PN 15-238) PER ATTACHMENT 13;

AND

MOVE TO APPROVE A PLANNED DEVELOPMENT PERMIT FOR DEVELOPMENT OF THREE-HUNDRED AND TWENTY SEVEN (327) MULTI-FAMILY APARTMENT UNITS AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 11 FOR THE PIQUE AT IRON POINT APARTMENT PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C – G; PLANNED DEVELOPMENT PERMIT FINDINGS H – N; CONDITIONS OF APPROVAL 1 – 73, MODIFYING CONDITION NO. 62 ADDING #8 THAT READS AS FOLLOWS, "NON-REFLECTIVE GLASS SHALL BE UTILIZED FOR ALL WINDOWS WITHIN THE APARTMENT BUILDINGS TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DEPARTMENT".

COMMISSIONER MARTELL SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: EMBREE, JACKSON, SCOTT, MARTELL, ARNAZ
NOES: LANE
ABSTAIN: BUTCHER
ABSENT: NONE

3. **PN 15-308, Broadstone Estates – General Plan Amendment, Specific Plan Amendment, and Development Agreement Amendment**

A Public Hearing to consider a request from Elliott Homes for the Broadstone Estates project located east of Placerville Road and south of Highway 50, for a General Plan Amendment to change the land use designation of the property from SF (Single Family Residential), OS (Open Space), IND/OP (Industrial/Office Park), GC (General Commercial) to SF (Single Family Residential), and OS (Open Space) and a Specific Plan Amendment to change the Specific Plan land use designation from SP-SF (Single Family Residential), SP-OS (Open Space), SP- IND/OP (Industrial/Office Park), SP-GC (General Commercial) to SP-SF-PD (Single Family Residential, Planned Development District), and SP-OS (Open Space). In addition, the proposal includes a Development Agreement Amendment. The

proposal is anticipated to include up to 81 residential units. An Initial Study Checklist was prepared to analyze the proposed changes to the FPASP. The conclusion drawn from the analysis is that none of the changes or revisions proposed by the project would result in significant new or substantially more severe environmental impacts, consistent with Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168. Accordingly, an Addendum to the Folsom Plan Area Environmental Impact Report has been prepared for this project. **(Project Planner: Consultant, Sherri Metzker, AICP / Applicant: Elliott Homes)**

COMMISSIONER SCOTT MOVED MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN EIR;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE GENERAL PLAN AMENDMENT FOR THE BROADSTONE ESTATES PROJECT;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE FOLSOM PLAN AREA SPECIFIC PLAN FOR THE BROADSTONE ESTATES PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDING A; CEQA FINDINGS B – G; GENERAL PLAN AMENDMENT FINDING H – J; FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT FINDING K; CONDITIONS OF APPROVAL 1 – 6, ADDING CONDITION NO. 7 THAT READS AS FOLLOWS, "ALL SUBSEQUENT TENTATIVE SUBDIVISION MAP APPLICATIONS SUBMITTED WITHIN THE BROADSTONE ESTATES PROJECT BOUNDARIES SHALL REQUIRE CITY COUNCIL REVIEW AND APPROVAL UNDER THE PROVISIONS SET FORTH IN TITLE 16 OF THE FOLSOM MUNICIPAL CODE"; ADDING THE RECOMMENDATION THAT THE CITY COUNCIL APPROVE THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR BROADSTONE ESTATES SUBDIVISION PROJECT PER ATTACHMENT NO.5; ADDING AMENDED AND RESTATED DEVELOPMENT AGREEMENT FINDINGS L & M.

COMMISSIONER MARTELL SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: JACKSON, MARTELL, SCOTT, EMBREE, ARNAZ, LANE
NOES: NONE
ABSTAIN: BUTCHER
ABSENT: NONE

4. PN 16-004, Carr Trust – General Plan Amendment, Specific Plan Amendment, Vesting Tentative Subdivision Map, and Development Agreement Amendment

A Public Hearing to consider a request by Gragg Ranch Recovery Acquisition LLC, for the Carr Trust project located east of Placerville Road approximately 1500+ feet north of White Rock Road, to consider a General Plan Amendment to change the land use designation of the property from MLD (Multifamily Low Density) and OS (Open Space) to SFHD-PD (Single Family High Density Residential, Planned Development District), and OS (Open Space), a Specific Plan Amendment to change the Specific Plan land use designation from SP-MLD (Multifamily Low Density) and SP-OS (Open Space) to SP- SFHD-PD (Single Family High Density Residential, Planned Development District), and SP-OS (Open Space), a Vesting Small Lot Tentative Subdivision Map to create 28 single family lots, associated Design Guidelines, an Amendment to the First Amended and Restated Tier 1 Development Agreement, and an Inclusionary Housing Plan. An Initial Study Checklist and Addendum

was prepared to analyze the proposed changes to the FPASP. The conclusion drawn from the analysis is that none of the changes or revisions proposed by the project would result in significant new or substantially more severe environmental impacts, consistent with Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168. Accordingly, an Addendum to the Folsom Plan

Area Environmental Impact Report has been prepared for this project. **(Project Planner: Consultant, Sherri Metzker, AICP / Applicant: Gragg Ranch Recovery Acquisition, LLC)**

COMMISSIONER SCOTT MOVED MOVE TO RECOMMEND THAT THE CITY COUNCIL ADOPT THE ENVIRONMENTAL CHECKLIST CONTAINED IN ATTACHMENT NO. 11 FOR THE CARR TRUST SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE VESTING SMALL LOT TENTATIVE SUBDIVISION MAP CREATING TWENTY EIGHT SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 7 FOR THE CARR TRUST SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE INCLUSIONARY HOUSING AGREEMENT PLAN FOR THE CARR TRUST SUBDIVISION PROJECT PER ATTACHMENT NO. 8;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE PROPOSED AMENDMENT NO. 1 TO THE AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT FOR THE CARR TRUST SUBDIVISION PROJECT PER ATTACHMENT NO. 9;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE PROJECT DESIGN GUIDELINES FOR THE CARR TRUST SUBDIVISION PROJECT AS ILLUSTRATED ON ATTACHMENT 11;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE GENERAL PLAN AMENDMENT FOR THE CARR TRUST SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE FOLSOM PLAN AREA SPECIFIC PLAN FOR THE CARR TRUST SUBDIVISION PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDING 1; CEQA FINDING A; TENTATIVE SUBDIVISION MAP FINDINGS B – E; DEVELOPMENT AGREEMENT AMENDMENT FINDINGS F & G; GENERAL PLAN AMENDMENT FINDINGS H – J; FOLSOM PLAN AREA

SPECIFIC PLAN AMENDMENT FINDING K; CONDITIONS OF APPROVAL 1 – 190, DELETING CONDITION NO. 38, ADDING CONDITION NO. 191 TO READ AS FOLLOWS, "ALL SUBSEQUENT TENTATIVE SUBDIVISION MAP APPLICATIONS SUBMITTED WITHIN THE CARR TRUST PROJECT BOUNDARIES SHALL REQUIRE CITY COUNCIL REVIEW AND APPROVAL UNDER THE PROVISIONS SET FORTH IN TITLE 16 OF THE FOLSOM MUNICIPAL CODE".

COMMISSIONER ARNAZ SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES:	ARNAZ, EMBREE, LANE, SCOTT, JACKSON, MARTELL
NOES:	NONE
ABSTAIN:	BUTCHER
ABSENT:	NONE

REPORTS:

Planning Commission/Planning Manager Report:

None

RESPECTFULLY SUBMITTED,

Amanda Palmer, SECRETARY

APPROVED:

Ross Jackson, CHAIRMAN

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Amended Russell Ranch Subdivision
PROPOSAL	Request for approval of an amendment to the Vesting Large Lot Tentative Subdivision Map, Vesting Small Lot Tentative Subdivision Map to amend Phase 1 to add 24 single family residential lots to the Phase making a total of 396 lots in Phase 1, and to amend Phase 2 to redesign the three cul-de-sac bulbs on the northwesterly end of Phase 2 to through streets, thereby providing access to the property to the north.
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions of approval.
OWNER/APPLICANT	The New Home Company, TNHC Russell Ranch LLC Tracey Ferguson, Representative
LOCATION	The entire 437 \pm - acre Russell Ranch project site is located south of Highway 50, west of the El Dorado County/eastern city limit line, north of White Rock Road and east of Old Placerville Road
SITE CHARACTERISTICS	The Russell Ranch project site is situated at the base of the Sierra Nevada foothills. The topography is rolling hills ranging from approximately 450 feet above mean sea level to more than 790 feet above mean sea level (some of the highest in the county). A portion of Alder Creek traverses the site. Historically, the site has been used for grazing, farming, and mining and is currently vacant except for the four existing telecommunication facilities. The majority of the site is covered in annual non-native grassland and native flowers. Freshwater wetlands do occur on the site.

GENERAL PLAN DESIGNATION

Existing:
SF (Single Family Residential)
SFHD (Single Family High Density Residential)
O (Open Space)

ZONING

Existing:
SF Single Family
SFHD Single Family High Density Residential
OS Open Space

ADJACENT LAND USES/ZONING

North:
Undeveloped property and Highway 50. Property is zoned Single Family Residential and Open Space.

South:
Undeveloped property zoned Single Family, Single Family High Density Residential, Open Space, and Park, and White Rock Road.

East:
Undeveloped property zoned Single Family and Open Space

West:
Undeveloped property zoned Single Family and Open Space

PREVIOUS ACTIONS

- Local Agency Formation Commission approval of Sphere of Influence Amendment in 2001
- Measure W approved by the Voters in 2004
- Local Agency Formation Commission approval of Annexation of 3500 acres to Folsom in 2011
- Approval of Folsom Plan Area Specific Plan in 2011
- May 12, 2015 approval of GPA, SPA, PD and Large and Small Lot Subdivision Maps and Development Agreement for 828 lots

FUTURE ACTIONS

Recordation of Final Subdivision Maps
Issuance of Improvement Plans
Issuance of Grading and Building Permits

APPLICABLE CODES

FMC 16.00, Subdivisions
FMC 17.38, Planned Development District
California Subdivision Map Act

ENVIRONMENTAL REVIEW

An Environmental Impact Report has been certified for this project in accordance with the California Environmental Quality Act (SCH No.

ATTACHED REFERENCE MATERIAL

1. Location Map and Project Description
2. Amended Large Lot Vesting Tentative Subdivision Map, dated, May 25, 2016
3. Phased Small Lot Tentative Subdivision Map dated May 25, 2016
4. Phase 1 Lotting Plan, dated May 25, 2016
5. Phase 1, Conceptual Grading Plan, dated May 25, 2016
6. Phase 1 Conceptual Storm Drainage Plan, dated May 25, 2016
7. Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan dated May, 2016
8. Phase 1-MLD Large Lot 6 Vesting Tentative Subdivision Map dated May 25, 2016
9. Phase 2 and A Portion of Phase 1 Lotting Plan dated May 25, 2016
10. Phase 2 and A Portion of Phase 1 Conceptual Grading Plan dated May 25, 2016
11. Phase 2 and A Portion of Phase 1 Conceptual Storm Drainage Plan dated May 25, 2016
12. Phase 2 and A Portion of Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016
13. Phase 3 Lotting Plan, dated May 25, 2016
14. Phase 3 Conceptual Grading Plan, dated May 25, 2016
15. Phase 3 Conceptual Storm Drainage Plan, dated May 25, 2016
16. Phase 3 Conceptual Sanitary Sewer and Domestic Water Plan, dated May 25, 2016
17. Phased Small Lot Detail Sheet, Backbone Infrastructure Exhibits and Off-site Utility Exhibits
18. Community Trail Exhibit
19. Water Supply Table and Potable Water Demand Comparison

PROJECT PLANNER

Sherri Abbas Metzker, AICP, Contract Planner

BACKGROUND

The approved Folsom Plan Area Specific Plan (“FPASP”) includes 10,817 residential units at various densities, commercial, industrial and open space. On May 15, 2015, the City Council approved the Russell Ranch project, which also included a general plan amendment, a rezone/specific plan amendment, a vesting large lot tentative subdivision map, a vesting small lot tentative subdivision map, planned development guidelines, an affordable housing plan and agreement, and a development agreement for the development of a 828 unit single family residential subdivision on 437 acres.

APPLICANT’S PROPOSAL

The applicant, The New Home Company, is requesting approval of a modification of the Vesting Large Lot Tentative Subdivision Map, and a modification of Phases 1 and 2 of the Vesting Small Lot Tentative Subdivision Map.

The original Vesting Large Lot Tentative Subdivision Map was approved to create 33 large lots and remains at 33 large lots, many of which will be further subdivided into 852 (which includes the proposed 24 additional lots) single family lots via the Vesting Small Lot Tentative Subdivision Map. The primary difference between the approved and the proposed Large Lot

Maps lies in the shape of the large parcels matching the shapes of the redesigned small lot subdivisions in the proposed revision to Vesting Small Lot Tentative Subdivision Map.

Phase 1 of the Vesting Small Lot Tentative Subdivision Map was approved with 372 single family residential lots. Through the approval of a Transfer of Development Rights from the Carr Trust parcel (also owned by The New Home Company), the applicant is proposing to transfer lots 24 unutilized lots to Phase 1, thereby making the new total of 396 lots for Phase 1. Applicant's request for modification of the lot configuration includes an increase in some existing lot sizes (i.e., the 70'-wide SF lots and SFHD lots), the addition of new lots in the 50'x90' range, and the elimination of 75'-wide SF lots. The justification for the change in lot mix is based upon changing market demand for single family housing.

Phase 2 was approved with 3 cul-de-sac bulb streets located at the common boundary between Russell Ranch and Broadstone Estates. This was done because the approved land uses for Broadstone Estates (at that time) included General Commercial and Industrial/Office Park. Since then, the land uses for Broadstone Estates have been modified to single family residential for the entire property, which the Planning Commission reviewed at its May 18, 2016 meeting and recommended approval by the City Council. Therefore, it makes sense to interconnect the neighborhoods with local streets. There is no change to the number of lots previously approved for Phase 2, which is 242. As proposed, Phase 1 includes 396 lots, Phase 2 includes 242 lots while Phase 3 includes 214 lots for a total of 852 lots in the first three phases of the project. The New Home Company will submit a Phase 4 subdivision map in the near future. At the time of approval of the Vesting Small Lot Tentative Subdivision Map in 2015, the Applicant and the City agreed that mapping of Phase 4 would be deferred, pending resolution of alignment of the Capital Southeast Connector, which will impact the design for this phase. Applicant has not yet submitted the Phase 4 Vesting Small Lot Tentative Subdivision Map to the City.

The FPASP permits flexibility in transferring residential units in order to meet changing market demands through two procedures: (1) transfer of development rights (FPASP Sections 4.7 and 13.3.2) and (2) minor administrative modifications and amendments (FPASP Section 13.3.1). The FPASP provides that these determinations are to be made at the staff level, and as explained below, staff has reviewed the applicable criteria and determined that the standards have been met, authorizing the transfer of residential units and the minor administrative modifications requested by the applicant.

The Planning Commission and City Council retain authority to review amendments to tentative maps under Folsom Municipal Code section 16.16.130. Therefore, the approval of the amended Vesting Large and Small Lot Tentative Subdivision Maps require approval of both legislative bodies.

VESTING (LARGE LOT) TENTATIVE SUBDIVISION MAP

The applicant is requesting approval of an amendment to the Vesting Large Lot Tentative Subdivision Map on an existing 437±-acre site, which was previously subdivided into a total of 33 large parcels including 9 single-family residential lots, 11 open space lots, 2 park sites (one private, one public), 1 school site, 4 utility sites, and 1 lot for the future off-ramp right of way. The modification is to make the shape of the large parcels match the amended small lot subdivisions.

The purpose of the large lot tentative subdivision map (VLLTSM) is to facilitate the development of the parcel into smaller subdivisions. In and of itself, the VLLTSM does not permit any development of any of the parcels it creates. It does, however, create the necessary easements to allow for roads and utilities to be built if someone purchases a small lot tentative subdivision map and needs to construct on another portion of the property. All open space lots created to preserve the natural habitat and drainage features on the site will be transferred to the city via the VLLTSM. No phasing is permitted for the VLLTSM. The proposed large lot conditions remain as they were approved by the Planning Commission and City Council with the exception that new Condition Nos. 11, 12 and 13 were added.

VESTING (SMALL LOT) TENTATIVE SUBDIVISION MAP

The applicant is also requesting approval of an amendment to the designs of Phase 1 and Phase 2 of the Vesting Small Lot Tentative Subdivision Map (VSLTSM). Phase 1 modifications include 24 single family lots transferred from the Carr Trust site which is owned by The New Home Company, two additional gated subdivisions, and double loaded streets (houses on both sides of the street) than the original Russell Ranch subdivision design. The design of Phase 2 has eliminated the cul-de-sac bulbs near the northern property line and replaced the design with stub streets which will provide access to the Broadstone Estates property to the north. The proposed small lot conditions remain as they were approved by the Planning Commission and City Council with the exception that modifications were made to Condition Nos. 1, 2, 7, 84 and 102. New Condition Nos. 193 through 197 were also added.

Phase 1

Although not before the Planning Commission for approval, staff provides the following analysis of the transfer of development rights and the minor administrative modification for the background of the Commission in evaluating the proposed map amendments.

Transfer of Development Rights

The FPASP provides the opportunity to transfer residential dwelling unit allocations from one property to another. The applicant acquired a portion of the Carr Trust original parcel and from it, seeks to transfer the assignment of 24 dwelling units from the Carr Trust property to Phase 1 of the Russell Ranch project. The original specific plan anticipated a total of 87 lots on the Carr Trust site. The New Home Company purchased a portion of that property and will utilize that area for a detention basin. As such, the applicant has requested to transfer 24 units lost by not building on the Carr Trust site to Russell Ranch to address design changes to Phase 1. An approved Boundary Line Adjustment between the Carr Trust site and the White Rock Springs Ranch project transferred 15 lots to the White Rock Springs Ranch property leaving the Carr Trust with 48 dwelling units. As proposed the Carr Trust site will only yield a total of 28 lots, leaving a total of 20 lots unutilized. Staff has determined that the transfer meets the requirements as outlined in the FPASP and is internally consistent with the project.

Minor Administrative Modification

The applicant also submitted a request for staff to approve a minor administrative modification to address certain design changes made to Phase 1. In addition to the revision of the lotting pattern to add the 24 transferred lots, the applicant has reduced the lot width and depth on certain lots and increased the density. The lot sizes remain well within minimum lot sizes allowed by the Specific Plan, thus qualifying for the minor administrative modification. Additionally, the location of the front property line has been changed due to certain issues with the dry utility locations.

Therefore, the front setback will no longer be consistent with that presented at the original public hearings. To maintain consistency, the applicant is proposing to modify the Design Guidelines to make the front setback 24.5 feet instead of the 17.5 that was originally approved. The net effect is a technical one because the house remains in the same location as was originally presented. Staff determined that each of the changes to the Planned Development/Design Guidelines meet the criteria set forth in section 13.3.1 of the FPASP. Therefore, Phase 1 has been redesigned to meet this criteria.

Gated / Private Streets

Originally, the only gated community was an 89 lot subdivision located near the top of the hill in Phase 1, which is still included. The modified project includes two additional gated subdivisions. The second is located off of Grand Prairie and includes one street named Wildland Way. Wildland Way will be gated at the entrance to the subdivision. The end of the cul-de-sac will connect to the interior of Phase 1 via an Emergency Vehicle Access (EVA).

The third gated community is located off of Prairie Gold Drive and includes a street called Treasure Ridge Circle. There will be 55 lots serviced by a loop street. Treasure Ridge Circle has parking on one side of the street and includes 17 dedicated off street visitor parking spaces. Secondary access to this subdivision is provided next to small lot 85 and is designed as an emergency access only.

All streets within the gated portions of the subdivision will be private streets, which will be owned and maintained by a homeowners association. The gate system is designed to allow vehicles to turn around in front of it if necessary without having to back out onto the street. Staff is recommending a new condition requiring pedestrian access gates on each side of the vehicle gate where sidewalks occur.

Phase 2

The general layout for phase 2 is similar to that of the approved project. The primary difference is the elimination of the cul-de-sac bulbs along the northern (and common with Broadstone Estates) property line. Instead, these streets have been designed as stub streets which will provide vehicular and pedestrian access through the Broadstone Estates property to Placerville Road and visa versa through the Russell Ranch property to Easton Valley Parkway. Neighborhood connectivity is important in ensuring that no residents in a subdivision feel as though they are isolated from their surrounding neighbors.

The number of lots in the modified Phase 2 is the same as in the approved Phase 2. There are 3 redesigned lots, two near the water tank and one on Dehone Drive. The revised lot configuration results in the need for a boundary line adjustment. Staff is recommending that the boundary line adjustment, as shown on the attached exhibits, and an irrevocable offer of dedication to provide access through Phase 2, be provided to the city within 60 days of the tentative map approval.

Water Supply

As shown in Attachment 19, the overall water demand at buildout of the entire Folsom Plan Area (including the addition of 24 single family lots in Phase 1 of the Russell Ranch Project and 51 units anticipated in Phase 4) falls below the water demand originally allocated and contemplated for the Russell Ranch Project and the overall Folsom Plan Area.

During multiple-dry years such as the current circumstances, the City declares a water shortage condition under Folsom Municipal Code Section 13.26, under which the City implements increasingly stringent stages of conservation, which limit many types of outdoor water use. A development agreement adopted in May 2014, to which the Russell Ranch project proponent is a party, makes clear that this project area and these landowners are subject to the same water use cut-backs and limitations imposed in the rest of the City during such conditions.

ENVIRONMENTAL REVIEW

The City, as lead agency, certified an EIR for the Russell Ranch project on May 15, 2016. Given that the project is consistent in design and impact with the original project, and that none of the events in Section 15162 of the CEQA Guidelines exist which warrants the preparation of a subsequent EIR or Supplemental EIR for the project, there is no need to prepare an additional CEQA document. Mitigation measures from the certified document will continue to be applied to the project.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE VESTING LARGE LOT TENTATIVE SUBDIVISION MAP AS ILLUSTRATED ON ATTACHMENT NO. 2 FOR THE RUSSELL RANCH SUBDIVISION PROJECT WITH CONDITIONS 1 THROUGH 13; AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE VESTING SMALL LOT TENTATIVE SUBDIVISION MAP CREATING EIGHT HUNDRED AND FIFTY TWO (852) SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENTS 3 THROUGH 17 FOR THE RUSSELL RANCH SUBDIVISION PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS 1 - 197;

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 CITY'S GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE ZONING CODE OF THE CITY.

CEQA FINDINGS

- C. A FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT PREPARED FOR THE FOLSOM PLAN AREA SPECIFIC PLAN WAS CERTIFIED BY THE CITY ON JUNE 14, 2011, AND THE ENVIRONMENTAL IMPACT REPORT FOR THE RUSSELL RANCH PROJECT WAS CERTIFIED BY THE CITY ON MAY 15, 2015 IN ACCORDANCE WITH CEQA.

D. NONE OF THE EVENTS IN SECTION 15162 OF THE CEQA GUIDELINES EXISTS WHICH WARRANTS THE PREPARATION OF A SUBSEQUENT EIR OR SUPPLEMENTAL EIR FOR THE PROJECT.

E. THE PROJECT IS A RESIDENTIAL PROJECT UNDERTAKEN PURSUANT TO AND IN CONFORMITY WITH THE APPROVED FOLSOM PLAN AREA SPECIFIC PLAN, THUS EXEMPT FROM FURTHER CEQA REVIEW PURSUANT TO SECTION 15182 OF THE CEQA GUIDELINES.

TENTATIVE SUBDIVISION MAP FINDINGS

F. THE PROPOSED VESTING LARGE LOT AND VESTING SMALL LOT TENTATIVE SUBDIVISION MAPS 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.

G. THE DESIGN OF THE VESTING LARGE LOT AND VESTING SMALL LOT TENTATIVE SUBDIVISION MAPS AND THE PROPOSED IMPROVEMENTS WILL NOT CAUSE ENVIRONMENTAL DAMAGE OR INJURE FISH OR WILDLIFE OR THEIR HABITAT.

H. THE DESIGN OF THE VESTING LARGE LOT AND VESTING SMALL LOT TENTATIVE SUBDIVISION MAPS AND THE PROPOSED IMPROVEMENTS WILL NOT CAUSE PUBLIC HEALTH OR SAFETY PROBLEMS.

I. THE DESIGN OF THE VESTING LARGE LOT AND VESTING SMALL LOT TENTATIVE SUBDIVISION MAPS AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED TENTATIVE SUBDIVISION MAP

Respectfully,



DAVID E. MILLER, AICP
Public Works and Community Development Director

RESPONSIBLE DEPARTMENT**WHEN REQUIRED**

RESPONSIBLE DEPARTMENT	WHEN REQUIRED
CD (P)	Prior to approval of Improvement Plans
(E)	Prior to approval of Final Map
(B)	Prior to issuance of first Building Permit
FD	Prior to approval of Occupancy Permit
EWR	Prior to issuance of Grading Permit
PW	On-going requirement
PR	
PD	
CDFW	
USFWS	
USACE	
SMAQMD	

Community Development Department
 Planning Division
 Engineering Division
 Building Division
 Fire Division
 Environmental & Water Resources Department
 Public Works Department
 Park and Recreation Department
 Police Department
 California Department of Fish and Wildlife
 United States Fish and Wildlife Service
 United States Army Corps of Engineers
 Sacramento Metropolitan Air Quality Management District

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

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.		<p>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>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Phased Large Lot Vesting Tentative Subdivision Map, dated, May 5, 2016 	OG	CD (E) (P)
3.		<p>The approval of this vesting large lot tentative subdivision map and the recording of any vesting large lot final map does not convey any right to develop. Processing and approval of a small lot tentative subdivision map or maps and/or planned development permit applications shall be required prior to construction or development of any of the parcels created by this vesting large lot tentative subdivision map. As a condition of the small lot tentative subdivision map or maps and/or design review approval, the City shall identify improvements necessary to develop the subject parcel. 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)
4		<p>All proposed street names shall be reviewed and approved by the Planning Commission prior to recordation of the final map.</p>	M	CD (E) (P)

**CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 14-139)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
VESTING LARGE LOT TENTATIVE SUBDIVISION MAP**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
5.		As provided for in the Amended and Restated Development Agreement and the First Amendment thereto, the owner/applicant shall dedicate all public rights-of-way (Easton Valley Parkway, Grand Prairie Road, etc.) and corresponding public utility easements such that public access is provided to each and every lot as shown on the latest version of the Large Lot Vesting Tentative Subdivision Map.	M	CD (E) (P)
6.		The final map shall comply with the Folsom Municipal Code.	M	CD (E)
7.		The owner/applicant shall provide an irrevocable offer of dedication (IOD) for the future Empire Ranch Interchange (Lot 16) <u>and the future SouthEast Capital Connector Alignment</u> . The IOD shall be shown on the large lot final map. The owner/applicant shall relinquish Abutter's Rights and re-establish the relinquishment of Abutter's Rights along the boundaries of Lot 16 as shown on the large lot vesting tentative subdivision map.	M	CD (E)
8.		Revision made at the Planning Commission Meeting on 4/15/15		
9.		The final map shall be recorded in one phase. Approval of this vesting large lot tentative subdivision map is contingent upon City Council approval of the concurrent request for approval of a general plan land use amendment and a change of zone.	M	CD(E) CD(P)
10.		Pursuant to Government Code Section 66452.6, this approval 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.	OG	CD

11.		<p>Boundary Line Adjustment Within 60 days of the approval by the City Council of the Vesting Small Lot Tentative Subdivision Map, the owner/applicant shall file a Boundary Line Adjustment (BLA) to change the northern property line between the Russell Ranch subdivision and the Broadstone Estates property currently owned by Elliott Homes. The BLA shall reflect the design as shown on the vesting small lot tentative subdivision map. The BLA shall be approved by the City and recorded with the Sacramento County Recorder prior to submittal of the project's Large Lot Final map. Upon determination by the Community Development Director that the owner/applicant has undertaken substantial work to pursue the BLA in good faith, the Community Development Director may grant a reasonable extension to the 60 day deadline.</p>		CD
12.		<p>Irrevocable Offer of Dedication Within 60 days of the approval by the City Council of the Vesting Small Lot Tentative Subdivision Map, the owner/applicant shall provide an Irrevocable Offer of Dedication (IOD) for Himsdale Drive, Dewy Oaks Drive, Dehone Drive, Purple Sage Drive and Easton Valley Parkway between Placerville Road and Purple Sage Drive which will provide public access and public utility access for the future development of the adjoining Broadstone Estates project. Upon determination by the Community Development Director that the owner/applicant has undertaken substantial work to pursue the IOD in good faith, the Community Development Director may grant a reasonable extension to the 60 day deadline.</p>		CD
13		<p>Developer Cooperation Agreement Compliance The owner/applicant shall comply with the Developer Cooperation Agreement between The New Home Company and Elliott Homes.</p>		CD

RESPONSIBLE DEPARTMENT**WHEN REQUIRED**

RESPONSIBLE DEPARTMENT	WHEN REQUIRED
CD (P)	I Prior to approval of Improvement Plans
(E)	M Prior to approval of Final Map
(B)	B Prior to issuance of first Building Permit
FD	O Prior to approval of Occupancy Permit
EWR	G Prior to issuance of Grading Permit
PW	O On-going requirement
PR	G
PD	
CDFW	
USFWS	
USACE	
SMAQMD	

Community Development Department
 Planning Division
 Engineering Division
 Building Division
 Fire Division
 Environmental & Water Resources Department
 Public Works Department
 Park and Recreation Department
 Police Department
 California Department of Fish and Wildlife
 United States Fish and Wildlife Service
 United States Army Corps of Engineers
 Sacramento Metropolitan Air Quality Management District

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

Mitigation Measure	Condition/Mitigation Measure	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> <ul style="list-style-type: none"> • Phased Small Lot Vesting Tentative Subdivision Map, dated May 25, 2016 • Phase 1 Lotting Plan, dated May 25, 2016 • Phase 1 Conceptual Grading Plan, dated May 25, 2016 • Phase 1 Conceptual Storm Drainage Plan dated May 25, 2016 • Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016 • Phase 1-MLD Large Lot 6 Vesting Tentative Subdivision Map dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Lotting Plan dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Conceptual Grading Plan dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Conceptual Storm Drainage Plan dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016 • Phase 3 Lotting Plan, dated March 25, 2016 • Phase 3, Conceptual Grading Plan, dated May 25, 2016 • Phase 3 Conceptual Storm Drainage Plan, dated May 25, 2016 • Phase 3 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016 	M	CD (P)(E)

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
I.cont.	<ul style="list-style-type: none"> • Detail Sheet Phased Small Lot dated May 25, 2016 • Phase 1 Backbone Major Infrastructure, dated May 25, 2016 • Phase 2 Backbone Major Infrastructure, dated May 25, 2016 • Phase 3 Backbone Major Infrastructure, dated May 25, 2016 • Alternative 1 Off-site Utility Connections, dated May 25, 2016 • Alternative 2 Off-site Utility Connections, dated May 25, 2016 • Alternative 3 Off-site Utility Connections, dated May 25, 2016 • Community Trail Exhibit dated May 25, 2016 <p>The amended Vesting Small Lot Tentative Subdivision Map is approved for the development of an 852 lot single family residential subdivision (Russell Ranch Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p> <p>The Vesting Small Lot Tentative Subdivision map shall be approved by the City Council prior to approval of any final map.</p> <p><u>No development will be allowed in Phase 4 until a Tentative Subdivision Map and Final Map for Phase 4 have been approved by the City Council.</u></p> <p><u>The Owner/Applicant shall update the Folsom Plan Area Specific Plan to include all new or modified tables, maps, text, etc. to reflect any and all modifications that will result from approval of the project. The owner/applicant shall submit an electronic version of the Specific Plan that accounts for all revisions as a result of this project to the satisfaction of the Community Development Director.</u></p> <p><u>Revision made by Staff after the 4-15-15 Planning Commission Meeting</u></p>		CDD

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

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
2.		<p>Plan Submittal Building plans, and all civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, B	CD (P)(E)(B)
3.		<p>Validity This approval of the Vesting Small Lot Tentative Subdivision Maps shall be valid for the term specified in Section 2.2 of Amendment No. 1 of the Amended and Restated Tier 1 Development Agreement, and any amendments thereto, for the project, or for a period of twenty four months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act. Pursuant to Section 2.2 the term for the term of the Planned Development shall track the term of the maps.</p>	OG	CD (P)

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
4.	<p><i>Indemnity for City</i> The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37. The City will promptly 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> <p><i>Mitigation Monitoring</i> The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Russell Ranch Subdivision Initial Study and Environmental Impact Report prepared for this project have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified with a check mark (✓) in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.	<p><i>Mitigation Monitoring</i> The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Russell Ranch Subdivision Initial Study and Environmental Impact Report prepared for this project have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified with a check mark (✓) in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
6.	<p><i>Vesting Tentative Subdivision Map</i> The tentative subdivision map is expressly conditioned upon compliance with all environmental mitigation measures.</p>	OG	CD
7.	<p><i>Phasing Plan</i> The owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p> <p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for emergency vehicle access and/or general traffic purposes and all off-site utilities deemed necessary as determined by the City Engineer. Improvement plans for all phases that include half sections of local residential streets shall include a minimum of 15 feet of pavement over the centerline, to allow two-way traffic and shall be subject to approval of the Community Development Department and Fire Department. The City will not dictate the order of the phasing except that the first phase shall build the off-site two lane access road (Easton Valley Parkway) between the project site and Scott Road and shall construct the intersections of Scott Road and Easton Valley Parkway, Old Placerville Road and EVP, Old Placerville Road and Grand Prairie Road in accordance with the project's Final Transportation Impact Study prepared by Fehr & Peers dated December 2014.</p>	G, I, M	CDD(E), EWR, PW, FD

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
8.	<p align="center">POLICE/SECURITY REQUIREMENT</p> <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 required considered:</p> <p>A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on all approved construction drawings).</p> <ul style="list-style-type: none"> • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD
<p align="center">Revision made at the Planning Commission Meeting on 4/15/15</p>			
<p align="center">DEVELOPMENT COSTS AND FEE REQUIREMENTS</p>			
9.	<p>Taxes and Fees</p> <p>The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the PFFP and the ARDA.</p>	OG	CD (P)(E)
10.	<p>Assessments</p> <p>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)

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

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
11.		<p><i>Legal Counsel</i> 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)
12.		<p><i>Consultant Services</i> If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G,I,B	CD (P)(E)

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

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
13.		<p><i>FPASP Development Impact Fees</i> The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval on subsequently adopted consistent with the PFFD, Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable plan wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.).</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 26, 2015), or otherwise shall be governed by the terms of the ARDA if not yet adopted. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P) PW, PK
14		<p><i>Replacing Hazardous Facilities</i> The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	OG	CD

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
GRADING PERMIT REQUIREMENTS			
15.	<p>Geotechnical Report Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.</p>	G, B	CD (E)
16.	<p>Geotechnical Recommendations The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.</p>	G	CD (E)
17.	<p>Geotechnical Monitoring Program The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan.</p>	G,I	CD (P) CD (E) (B)
18.	<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) CD (E)

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
19.	<p><i>SPTC-JPA Approval</i> The owner/applicant shall cooperate with the City to obtain written approval from both the Sacramento Placererville Transportation Corridor-Joint Powers Authority (SPTC-JPA) and the Public Utilities Commission (PUC) for any proposed eressing(s) <u>work within</u> the existing JPA corridor which parallels Old Placererville Road. The owner/applicant shall provide written approval from both the SPTC-JPA and <u>as required</u> by the PUC to the City prior to approval of grading and/or improvement plans. <u>The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</u></p>	G, I	CDD(E), PW
20.	<p>Revision made at the Planning Commission Meeting on 4/15/15 <i>Off-site improvements / Rights of Entry</i> For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in the ARDA, and as amended in Section 2.5.3 of the First Amendment thereto, fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G, I	CD (E)
21.	<p><i>Grading in Utility Easement</i> The owner/applicant shall obtain a consent agreement, letter of waiver and/or an encroachment permit from Pacific Gas & Electric, SMUD, WAPA, etc. for any proposed grading and/or construction in any existing tower line and/or underground facility easement. The owner/applicant shall provide the approved consent agreement, letter of waiver and/or encroachment permit to the City prior to approval of any grading and/or improvement plans.</p>	G, I	CDD(E)
22.	<p><i>Landslide /Slope Failure</i> 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)

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
23.	<p><i>Mine Shaft Remediation</i> 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.</p>	G	CD (E)
24. 4.1.1	<p><i>Material Storage Areas</i> The owner/applicant of all project phases shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p>	G	CD (P) CD (E) (B)
25.	<p><i>Erosion and sedimentation control measures</i> Erosion and sedimentation control measures shall be incorporated into all grading and/or construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u><i>Erosion and Sedimentation Control Standards and Specifications</i></u>-current edition and as directed by the Community Development Department.</p>	G	CD (E)
26.	<p><i>Erosion Control Plan</i> Prior to the approval of the final facilities design, commencement of grading and/or construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u><i>Erosion and Sediment Control Handbook</i></u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G	CD (E)

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
27. 3A-7.3	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></p> <p>Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of grading permits for the subdivision. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, the state's NPDES permit, the FPASP preliminary grading plans and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of temporary detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot.</p> <p>The owner/applicant(s) shall ensure that the construction contractor is responsible for securing a source for transportation and deposition of excavated materials.</p>	G	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
28. 3A 8.7	<p><i>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</i></p> <p>To ensure that the operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the owner/applicant shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval prior to issuance of the grading permit for the proposed detention basins under the City's jurisdiction.</p> <p>The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> • Description of the project. • Description of detention basins and all water features and facilities that would control on-site water levels. • Goals of the plan. • Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> i. BMPs that would implemented on-site; ii. public education and awareness; iii. sanitary methods used (e.g., disposal of garbage); iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and v. stormwater management. 	G	CD (E) Sacto. County

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
28 cont.	<ul style="list-style-type: none"> • Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the owner/applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for the site conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ii. build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; iii. perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; iv. design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; iv. coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; v. enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; vi. if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and vii. 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). 	G	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
29. 3A 9-1	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>The owner/applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the State Water Resources Control Board's National Pollution Discharge Elimination System stormwater permit for general construction activity (Order 2009-0009-DW/Q), including preparation and submittal of a project-specific Storm Water Pollution Prevention Permit at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Permit and other appropriate plans shall identify and specify:</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; 	G	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
29 cont.	<ul style="list-style-type: none"> • 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 Storm Water Pollution Prevention Permit; and • the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit. <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Permit shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> • Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. • Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. • Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site.</p>		CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
30.	<p>3A-9.2</p> <p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>The owner/applicant(s) shall submit final drainage plans to the City demonstrating that off-site upstream runoff will be appropriately conveyed through the Folsom Plan Area, and that project-related on-site runoff will be appropriately conveyed and contained in detention basins or managed through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts and provide water quality treatment.</p> <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; • City flood control design requirements and measures designed to comply with them; Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following: 	G, B	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
30 cont. 3A-9.2	<p>i. Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</p> <p>ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</p> <p>ii. Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</p> <p>iii. Minimize slope differences between any stormwater or detention facility</p> <p>i. outfall channel with the existing receiving channel gradient to reduce flow velocity; and</p> <p>v. Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</p> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom).</p>		CD (E), PW

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
31, 3A 9-3	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> • A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. • Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” (the City’s MS4NPDES permit, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004). • Source control programs to control water quality pollutants on the SPA, which may include but are not limited to recycling, street sweeping, storm drain cleaning, 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: 	G	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
31 cont.	<p>i. Surface swales; ii. Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); iii. Impervious surfaces disconnection; and iv. Trees planted to intercept stormwater.</p> <p>New stormwater facilities shall be placed along the natural drainage courses within the Specific Plan Area (SPA) to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in the latest edition of the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p>		CD (E)
BIOLOGICAL RESOURCE REQUIREMENTS			
32. 4.3-1	<p>Plant Surveys The owner/applicant shall retain a qualified biologist/botanist to consult with the appropriate regulatory agencies (California Department of Fish and Wildlife and United States Fish and Wildlife Service) to determine if additional plant surveys are required. Written results of the consultation efforts shall be provided to the Folsom Community Development Department. If the regulatory agencies (California Department of Fish and Wildlife and United States Fish and Wildlife Service) determine additional plant surveys are required, the following shall be implemented:</p> <ul style="list-style-type: none"> The owner/applicant shall retain a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for all potentially occurring species in all areas that have not previously been surveyed for special-status plants. If special-status 	G	CD (E) (P) California Department of Fish and Wildlife United States Fish and Wildlife Service

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
32 cont.		<p>plants are not found during focused surveys, the botanist shall document the findings in a letter report to California Department of Fish and Wildlife, United States Fish and Wildlife Service and the City of Folsom, and no further mitigation shall be required.</p> <ul style="list-style-type: none"> • If special-status plant populations are found, the owner/applicant shall consult with California Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals. • If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans by the City or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval prior to the issuance of a grading permit. It shall be submitted concurrently to California Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site. 		

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
32 cont.		<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 of long term viable populations. 		

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
33.	4.3-3a	<p>Conduct Environmental Awareness Training for Construction Employees Prior to initiation of grading and construct environmental activities, the owner/applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	G	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
34. 4.3-3 b.	<p>Western Spadefoot Toad The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for Western spadefoot toad within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no Western spadefoot toad individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to California Department of Fish and Wildlife and the City of Folsom, and no further mitigation shall be required.</p> <p>If Western spadefoot toad individuals are found, the qualified biologist shall consult with California Department of Fish and Wildlife to determine appropriate avoidances measures. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.</p>	G	CD (E) (P) California Department of Fish and Wildlife
35. 4.3-4	<p>Western Pond Turtle The owner/applicant(s), shall retain a qualified biologist to conduct a preconstruction survey for Western pond turtle within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no western pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to California Department of Fish and Wildlife and the City, and no further mitigation shall be required. If western pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.</p>	G	CD (E) (P) California Department of Fish and Wildlife

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
36. 4.3-5a	<p>Swainson's Hawk Nesting Habitat A qualified biologist shall be retained by the owner/applicant to conduct preconstruction surveys and to identify active Swainson's Hawk nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of grading and construction. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's Hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. California Department of Fish and Wildlife guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
37, 4.3-5b	<p>Swainson's Hawk Habitat</p> <p>Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the owner/applicant shall secure suitable Swainson's Hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's Hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with California Department of Fish and Wildlife and a qualified biologist.</p> <p>The 1:1 habitat value (or other agreed-upon ratio) shall be based on Swainson's Hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with California Department of Fish and Wildlife, will determine the appropriateness of the mitigation land.</p> <p>The owner/applicant shall transfer said Swainson's Hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and California Department of Fish and Wildlife named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with California Department of Fish and Wildlife. After consultation with California Department of Fish and Wildlife and the Conservation Operator, the City shall approve the content and form</p>	G	CD (P) California Department of Fish and Wildlife

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

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

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
39.	4.3-7	<p><i>Tri Colored Blackbird</i> The owner/applicant shall retain a qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P) CD (E)California Department of Fish and Wildlife

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

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41. 4.3 8b	<p>Other Nesting Special-Status and Migratory Birds The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P) CD (E)
42. 4.3-10	<p>American Badger The owner/applicant(s) shall retain a qualified biologist to conduct preconstruction American badger burrow surveys within 48 hours of the initiation of construction activity. If no American badger burrows are found during the preconstruction survey, the biologist shall document the findings in a letter report to California Department of Fish and Wildlife and the City of Folsom, and no further mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with California Department of Fish and Wildlife to determine appropriate measures.</p>	G	CD(P) CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
43, 4.3-11 c	<p>Valley Needlegrass 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. At a minimum, unless agreed upon otherwise with regulatory agencies, the Valley needlegrass grassland creation areas shall be monitored twice annually for the first year and once annually for the four subsequent years for a total of five years; success criteria shall be established to ensure an 80 percent success rate is met by the fifth year, and adaptive management techniques shall be implemented to ensure that the 80 percent success rate is met by the fifth year or as otherwise agreed upon in consultation with California Department of Fish and Wildlife. This plan may be combined with the Operations and Management Plan for the open space preserves. 	G	CD(P) CD (E) California Department of Fish and Wildlife
44	<p>Water Quality Certification A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented <u>pursuant to the permit conditions.</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	G, I	CD, PW

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45. 4.3-11 a	<p>Clean Water Act Sections 401 and 404 Permits</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 necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State's Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet (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 commit to replace, restore, or enhance on a "no net loss" basis (in accordance with United States Army Corps. Of Engineers and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to United States Army Corps. Of Engineers, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffer shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of United States Army Corps. Of Engineers, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City.</p>	G, I	<p>CD(P) CD (E) United States Army Corps. Of Engineers</p> <p>Central Valley Regional Water Quality Control Board</p>

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46.	4.3-11.b.	<p>Master Streambed Alteration Agreement</p> <p>The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from California Department of Fish and Wildlife for all construction activities that would occur in the bed and bank of California Department of Fish and Wildlife jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to California Department of Fish and Wildlife 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.</p> <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 California Department of Fish and Wildlife jurisdiction. The agreement shall be executed by the owner/applicant and California Department of Fish and Wildlife before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under California Department of Fish and Wildlife jurisdiction.</p>	G	<p>CD(P) CD (E)</p> <p>California Department of Fish and Wildlife</p>

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47. 4.4-1	<p><i>Comply with the First Amended Programmatic Agreement and Carry Out Mitigation</i></p> <p>Proof of compliance with the applicable procedures in the FAPA and implementation of applicable historic property treatment plan (HPTP) (Westwood and Knapp 2013b and 2013c) with regard to mitigation for the Keefe-McDerby Mine Ditch and Brooks Hotel Site shall be provided to the City's Community Development Department prior to authorization of any ground disturbing activities in any given segment of the project area. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of an approved HPTP and includes the following mitigation actions:</p> <ul style="list-style-type: none"> • Historic American Engineering Record Documentation of the Keefe-McDerby Mine Ditch (P-34-1475): <p>In order to determine the appropriate level of documentation necessary, the USACE shall first consult with the National Park Service (NPS), which administers the Historic American Engineering Record (HAER) program. Consultation with the NPS will be initiated through the submission of the Department of Parks and Recreation (DPR) site record and copies of applicable technical reports with a request for review and issuance of a stipulation letter. Unless an objection to the requirements of the stipulation letter is expressed and resolved through the process outlined in the FAPA, the level of documentation stipulated by the NPS shall be implemented and all documentation will be approved by the USACE and NPS prior to ground-disturbing activities affecting the resource, or as governed by the permit conditions. Focused archival research conducted as part of the HAER documentation shall be incorporated into the revised cultural context statement for the SPA through the Historic Property Management Plan. A non-archival set of the final documentation shall be submitted to the City's Community Development Department.</p>	G	CD (P) USACE NPS

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
47 cont.	<ul style="list-style-type: none"> • Data Recovery Excavations of the Brooks Hotel Site (P-34-2166): <ul style="list-style-type: none"> i. Data recovery shall follow the standards and guidelines in the HPTP and shall include at least four one meter by one meter excavation units. The results of the data recovery, including results of excavation, laboratory analysis, artifact analysis, and archival research, shall be documented in a confidential data recovery technical report, which shall be submitted to the City's Community Development Department. ii. Geoarchaeological Monitoring: <ul style="list-style-type: none"> Due to a potential for deeply buried archaeological resources down to a depth of 1.5 meters (approximately five feet) below soil formations known as the T-2 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. 	G	CD (P) USACE NPS

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48.	4.4-2a	<p><i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p>The owner/applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City's Community Development Department in the form of a copy of training materials and the completed training attendance roster prior to approval of grading and/or construction.</p> <p>Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and would be subject to disturbance or destruction, the actions required by the FAPA and subsequent documentation shall be implemented. The City of Folsom Community Development Department and USACE shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approval of land uses, and shall implement the approved mitigation and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.</p>	G	CD CD (E) USACE

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49.	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission, which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p> <p>If the owner/applicant does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the owner/applicant shall rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p>	OG	<p>Sacramento County Coroner</p> <p>Native American Heritage Commission</p> <p>CD (P) CD (E)</p>

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50.	4.4-3	<p><i>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p>Before the start of any earthmoving activities, the owner/applicant(s) shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The owner/applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>	G	CD (E) (P)

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51.	<p>100 Year Flood Plain Boundary</p> <p>The owner/applicant shall be required to include the existing 100-year floodplain boundary (flood hazard area) on all grading and/or improvements plans prior to approval of the grading and/or improvement plans by the City. For any portion of the proposed project that lies within the designated flood hazard area, no development shall be approved until appropriate measures are taken to remove the area from the flood zone. These measures include the following:</p> <ul style="list-style-type: none"> • The lowest finished floor elevation of all proposed structures shall be a minimum of two (2) feet above the 100-year floodplain elevation in accordance with the City Floodplain Ordinance. The owner/applicant shall provide for review and approval by the City, information delineating the 100-year floodplain elevation under the worst case of either the interim or the ultimate condition for the upstream watershed. The existing and proposed 100-year floodplain shall be shown on the grading and/or improvement plans. • An elevation certification shall be required prior to issuance of any building permit demonstrating compliance with the above requirement. • A completed application for a Conditional Letter of Map Revision (CLOMR) shall be submitted to the City for submission to the Federal Emergency Management Agency (FEMA). Prior to approval of the improvement plans by the City, the owner/applicant shall submit the approved CLOMR to the City. • Within four (4) months following completion of grading operations, a completed application for a Letter of Map Revision (LOMR) shall be submitted by the owner/applicant to the City for submission to FEMA. The City shall have received the completed LOMR from FEMA prior to issuance of a certificate of occupancy on any structure. • Prior to issuance of a grading permit or a building permit, the owner/applicant shall deposit with the City sufficient funds to complete the CLOMR/LOMR process as determined by the City. Said funds may be drawn upon by the City to complete the CLOMR/LOMR process in the event the owner/applicant fails to do so in accordance with the time constraints established above. Any funds remaining after completion of the CLOMR/LOMR process will be refunded to the owner/applicant. 	G, I	CD (E), PW

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52. 4.2-3	<p><i>Naturally Occurring Asbestos</i></p> <p>Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project, except for those areas previously explored and sampled for Naturally Occurring Asbestos as part of the Geotechnical Engineering Study for Russell Ranch South prepared by Youndahl Consulting Group, Inc. in December 2013. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance,</p>	G	Sacramento Metropolitan Air Quality Management District CD (E) (P)

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52 cont		<p>keeping storage piles wet or covered, and track-out prevention and removal. The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.</p>		

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53, 3A 2-1b 3A 2-1g	<p><i>Pay Off-Site Mitigation Fee to Sacramento Metropolitan Air Quality Management District to Off-Set NOX Emissions Generated by Construction of Off and On-Site Elements.</i></p> <p>The owner/applicant(s) shall pay Sacramento Metropolitan Air Quality Management District a mitigation fee for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, the City and the owner/applicants shall establish the phasing by which development would occur, and the owner/applicants shall develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the owner/applicant(s) in consultation with Sacramento Metropolitan Air Quality Management District staff before the approval of grading plans by the City. The owner/applicant(s) for all project phases shall pay into Sacramento Metropolitan Air Quality Management District 's mitigation fund to further mitigate construction-generated emissions of NOX that exceed Sacramento Metropolitan Air Quality Management District 's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by Sacramento Metropolitan Air Quality Management District at the time the calculation and payment are made. The determination of the final mitigation fee shall be conducted in coordination with Sacramento Metropolitan Air Quality Management District before any ground disturbance occurs for any project phase.</p>	G	Sacramento Metropolitan Air Quality Management District CD (E) (P)

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54. 3A 2-1a 3A 2-1d 3A 2-1f	<p>Basic Construction Emission Control Practices The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District's list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District –recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations.</p> <p>The following shall be noted on Grading Plans and building construction plans:</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. 	G, OG	Sacramento Metropolitan Air Quality Management District CD (E) (P)

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54 cont. 3A 2-1a 3A 2-1d 3A 2-1f	<p>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.</p> <ul style="list-style-type: none"> • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p><i>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> • Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. • Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. • Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. • Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. 	G, OG	Sacramento Metropolitan Air Quality Management District CD (E) (P)

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54 cont. 3A 2-1a 3A 2-1d 3A 2-1f	<p>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> • Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. • Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. • Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan Air Quality Management District and the City contact person shall also be posted to ensure compliance. <p>Enhanced Exhaust Control Practices</p> <p>The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District, demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</p>	G, OG	Sacramento Metropolitan Air Quality Management District CD (E) (P)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
<p>54 cont. 3A 2-1a 3A 2-1d 3A 2-1f</p>	<p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower ratings, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p>	<p>G, OG</p>	<p>Sacramento Metropolitan Air Quality Management District CD (E) (P)</p>

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
54 cont	3A 2-1a 3A 2-1d 3A 2-1f	<ul style="list-style-type: none"> If at the time of construction, Sacramento Metropolitan Air Quality Management District has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District. 	G, OG	Sacramento Metropolitan Air Quality Management District
55.	4.8-1	<p>Traffic and Parking Management Plan</p> <p>Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns. Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control. 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. 	G	CD (E) (P) CD (E), PW

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
56.	<p>Prepare fuel modification plan (FMP). The owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official. (Fire)</p> <p>The owner/applicant shall agree to be responsible for the long-term maintenance of the Fuel Modification Plan consistent with Section 3.8.5.1 of the ARDA and Amendment No. 1 to the ARDA. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.</p>	M	CD (P) FD

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
57. 3A 11-1	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i> The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom.</p> <ul style="list-style-type: none"> • Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays. • 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). 	G	CD (P) CD (E) (B)

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57. Cont.		<ul style="list-style-type: none"> • 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, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. 	G	CD (P) CD (E) (B)

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58. 3A 2-1h	<p><i>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</i></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 Sacramento Metropolitan Air Quality Management District guidance that is in place at the time the analysis is performed.</p> <p>Sacramento Metropolitan Air Quality Management District emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the owner/applicant(s) shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust emission and fugitive PM10 dust emissions in accordance with Sacramento Metropolitan Air Quality Management District guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the owner/applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>	G	Sacramento Metropolitan Air Quality Management District Caltrans CD (E) (P)

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59.		<p><i>Animal Barrier</i> To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist's recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding ½-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p>	G	CD (E)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
60.	3A.7-4	<p><i>Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for All On-Site and Off-site Elements East of Old Placerville Road.</i></p> <p>Prior to the commencement of grading and construction activities east of Old Placerville Road, the owner/applicant(s) for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by the owner/applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>	G	CD (E)
IMPROVEMENT PLAN REQUIREMENTS				
61.		<p>The owner/applicant shall include all record information for rights of entry, easements, temporary and permanent construction easements, slope easements, etc. for all proposed improvements on adjoining properties not owned by the owner/applicant and impacted by the owner/applicants improvements. The record information and the recorded boundaries of all work on adjoining properties shall be included on all grading and/or improvement plans prior to plan approval.</p>	G, I	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
62. 4.1-2	<p>The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Design Guidelines:</p> <ul style="list-style-type: none"> • shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. 	I, B	CD (P)
63	<p>The owner/applicant shall provide an asphalt concrete (AC) maintenance road (minimum 12 feet wide) which extends from Scott Road to the future sanitary sewer lift station on the proposed future extension of Easton Valley Parkway. The AC maintenance road shall be designed to meet City standards for utility vehicle loads including, but not limited to, vactor trucks, fire vehicles and fire apparatus and other maintenance vehicles.</p>	G, I	CD (E), FD, EWR
64.	<p>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) CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
65.	<p>All publicly owned water and sewer infrastructure shall be placed within the street right of way. In the event that a public water or sewer main needs to be placed in an area other than the public right of way such as through an open space corridor, landscaped area, etc. an access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line along the entire water and/or sewer line alignment. The water and sewer system mains shall be publicly owned and maintained within any street and public water and sewer main easements shall be provided. The domestic water and irrigation system shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>.</p>	I	CD (E)
66.	<p>The owner/applicant shall design and construct the off-site trunk sewer main as shown in Alternative 3 attached to the vesting tentative subdivision map. <u>Owner/applicant may propose an alternative alignment for routing the sewer backbone infrastructure in conformance with the Wastewater Master Plan Update, with approval of this alternative alignment, subject to the sole discretion of the City.</u> The off-site sewer trunk main, the sewer maintenance roads, sanitary sewer lift station, and sewer force main extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCSD) lift station <u>are part of the backbone infrastructure improvements and</u> shall be completed and accepted by the City for operation and maintenance prior to issuance of the first building permit in the project.</p> <p>The owner/applicant shall be responsible for constructing any and all odor control facilities, providing high-velocity hydraulic cleaning and vacuum cleaning of select sewer mains and providing temporary supplemental flows into select sewer mains as determined by the City until such time the peak average flows are met in the Folsom Plan Area backbone sewer system in accordance with the Wastewater Master Plan Update.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15 Revision made by Staff subsequent to the 4/15/15 Planning Commission Meeting</p>	I	CD (E), E&WR

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
67.	All publicly owned water and sewer lines and services shall be accessible for operations, maintenance, and repair. Non-accessible situations would include placing mains and services behind retaining walls, placing public mains on private property, etc.	I	CD (E) E&WR
68.	In no event shall a public water or public sewer line be placed on private residential property. For example, installing a waterline on the property line between two single family homes.	I	CD (E) E&WR
69.	The owner/applicant shall design all water reservoirs, water booster pump stations, pressure reducing valve stations, and sewer lift stations, and shall coordinate the design with the Community Development Department and their construction shall be managed by the Environmental and Water Resources Department.	I	CD (E), E&WR
70.	The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system.	I	CD (E), E&WR
71.	<u>The water services and sewer services in the I-Courts on "Lot 6A Drive" shall be privately owned and maintained by the owner/applicant. The water services and sewer services in the I-Courts on "Lot 6A Drive" shall be privately owned and maintained by the owner/applicant and the owner-applicant shall create a funding mechanism for repair and maintenance of this section of the water and sewer services to the satisfaction of the Community Development Department.</u>	I	CD (E), E&WR
72.	Revision was made at the Planning Commission Meeting on 4/15/15 The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.	M	CD (P) CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
73. 3B.7-4	Implement Corrosion Protection Measures. The owner/applicant shall be required to provide that all underground metallic fittings, appurtenances and piping in the City's water systems include a cathodic protection system to protect these facilities from corrosion. The cathodic protection system shall be prepared by a licensed geotechnical or civil engineer and the system shall be reviewed and approved by the City prior to approval of improvement plans.	I	CDD(E), EWR
74. 3B.7-1b	Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. The owner/applicant shall be required to provide isolation valves or similar devices to be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of a pipeline failure. The pipeline failure contingency measures shall be incorporated into the final pipeline design and this design shall be prepared by a licensed geotechnical or civil engineer. The specifications for the isolation valves shall conform to the California Building Code (CBC) and American Water Works Association Standards. The final pipeline design shall be reviewed and approved by the City prior to approval of improvement plans.	I	CDD(E), EWR
75.	The final design of all sound walls, fences, and gates shall be subject to review and approval by the Community Development Department.	I, B, O	CD (P) (B)
76.	All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P) (B)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS			
77.	During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	OG	CD (E)
78.	The storm drainage design shall provide for no net increase in run-off under post-development conditions.	I	CD (E)

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79.	<p>The City has approved the Folsom Plan Area Storm Drainage Master Plan, the Folsom Plan Area Water System Master Plan and the Folsom Plan Area Wastewater Master Plan Update. The owner/applicant shall submit complete updates to each of these approved master plans for the proposed changes to each master plan as a result of the proposed project. The updates to each master plan for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</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 loopwater system, sewer trunk mains and lift stations, water quality facilities and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i>, and the <i>Design and Procedures Manual and Improvement Standards</i>.</p>	G,I	CDD(E), EWR, PW

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80 3A 3-1a	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the owner/owner/applicant(s) shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant(s) for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City's Grading Ordinance and City drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.</p> <p>The owner/applicant(s) shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Russell Ranch drainage system.</p>	G, I	<p>CD (E), PW PW (Sacto. Co. or El Dorado Co.)</p> <p>CALTRANS</p> <p>USACE</p> <p>CVRWQCB</p>

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81.	<p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant(s) shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and 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 pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p>	G, I	CD (E)

FIRE DEPT REQUIREMENTS

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
82	<p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site <u>or other approved alternative method as approved by the Fire Code Official/Fire Chief.</u> 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 <u>or other approved alternative method as approved by the Fire Code Official/Fire Chief.</u> (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30).</p> <p>The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and <u>improved approved</u> by the Fire Marshal.</p> <ul style="list-style-type: none"> • Fire department and other emergency access shall be assured an unencumbered continuous paved width of 20 feet on straight portions of the emergency vehicle access (EVA). Turns on EVA's shall be designed to accommodate Fire Department apparatus with inside turning radii of 25 feet and outside turning radii of 50 feet; therefore, the minimum width of EVA's in turning movements shall be 25 feet. The structural design of the EVA shall accommodate a gross vehicle weight of 80,000 pounds for fire apparatus. The maximum grade of an EVA shall not exceed 12% and gradual transitions between differing grades are required. The EVA shall have an unobstructed vertical clearance of not less than 13'6". Access points to EVA's shall be identified with painted and stenciled rolled curbs to restrict parking in accordance with the California Vehicle Code. All curbs shall be painted red with the words "No Parking Fire Lane" stenciled in white on the face of the curbs using 4-inch letters. If curbs are not available, provide 6-inch wide red stripes along the edge of the access points with the same stenciling. 	I, B	CD (P) Fire

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
82. cont.	<ul style="list-style-type: none"> • Gated entries shall be electronic and UL 325 compliant. Access opening for single direction traffic shall be unobstructed 16 feet wide and 13'-6" high and shall swing in the direction of vehicle traffic. Access opening(s) for bi-directional traffic shall be either one (1) unobstructed 27-foot wide gate opening or two (2) 14-foot wide gate openings and 13'-6" high and shall swing into the property being entered. The gates shall be located a minimum of 40 feet off of public streets. Provide Mutual-Aid electronic Knox key-switches <i>and</i> Click-To-Enter radio-operated controllers for emergency vehicles. The Knox key-switch shall be designed to keep the gate in the open position for at least one minute. Provide a battery power supply that allows the gates to fail in the open position, when a power outage occurs. Pedestrian gates shall be installed within 10 feet of the vehicle gate. The pedestrian gates shall be handicap accessible and have listed exit hardware that is operable from the inside at all times without the use of a key or any special knowledge or effort. A Mutual-Aid Knox key box shall be installed at least 48 inches above grade on the outside of the gate with a key to open the pedestrian gate. • The minimum fire flow for residential dwellings is 1,000 gpm at 20 psi for houses 3,600 sq. ft. and less, 1,750 gpm for dwellings greater than 3,600 sq. ft. in area, and 2,000 gpm for dwellings greater than 4,800 sq. ft. up to 6,200 sq. ft. in area. Please determine the maximum size homes that will be built in this subdivision. A water model analysis that proves the minimum fire flow will be required before any permits are issued. • All public streets shall meet City of Folsom Street Standards. 	I, B	CD (P) Fire

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
82. cont.	<ul style="list-style-type: none"> • Fire department and other emergency access shall be assured an unencumbered minimum continuous width of 24 feet clear space outside of any parking and/or between curb faces on all private streets. On-street parking shall be restricted to provide this minimum clearance. Note that on-street parallel parking shall be assigned a minimum width of 7 feet from the face of curb. • <u>Road Widths Local Streets. The owner/applicant will maintain 12 foot travel lane widths in areas of 12% and greater grade and will obtain the approval of the Fire Department, Public Works Solid Waste Department and School District for any deviation from the 12 foot travel lane street width standard for local streets.</u> • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code. Several streets indicated on the plans are dead ends greater than 500 feet. Provide a second emergency access or reduce the length of dead-ends that are served by only a single point of entry. • Locate the fire hydrants on the sides of the streets that will have parking restricted in order to provide the maximum number of on-street parking spots possible, and to minimize conflicts between parked cars and fire hydrants. • At least one on-street parking spot is required for each lot and/or dwelling unit within this project. These on-street parking spots shall be equally dispersed throughout the entire project. • The HOA shall be required and have the ability to tow away vehicles parked within fire access lanes. These provisions shall be recorded within the CCR's for the subdivision, and the City shall review the conditions of the CCR's to ensure that the intent is met. • Provide Fire Department emergency access and defensible space to the open space areas and the sloped landscaped areas located within this project. 	I, B	CD (P) Fire

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
82. cont.	<ul style="list-style-type: none"> <li data-bbox="391 564 662 1625">• Submit to the City of Folsom for approval a fuel modification plan that holds the home owners' association responsible for the annual maintenance required for fire hazard reduction within the open spaces areas and the sloped landscape areas. This document will secure annual funding, an annual maintenance schedule and access rights into the open space areas and the sloped landscaped areas to provide the annual fuel modification. Open space areas and the sloped landscaped areas shall be maintained to allow reasonable access and defensible space for firefighting operations. <li data-bbox="695 564 797 1625">• The fuel modification plan shall indicate mitigation measures consistent with the unique problems resulting from the flammable vegetation and topography of the proposed open space areas and the sloped landscaped areas. <li data-bbox="829 564 899 1625">• The sloped landscape areas shall be designed with irrigation and drought-resistant landscaping. <li data-bbox="932 564 1002 1625">• The sloped landscape areas shall be designed with permanent mitigation measures to prevent to the growth of weeds and flammable vegetation. <li data-bbox="1034 564 1104 1625">• Property fence lines along open space boundaries shall be constructed of noncombustible materials. <li data-bbox="1136 564 1271 1625">• 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 	I, B	CD (P) Fire

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
82 cont.	<ul style="list-style-type: none"> • Multi-family portion of the project: <ul style="list-style-type: none"> i. Fire Department and other emergency access shall be assured an unencumbered continuous width of 27 for all emergency access driveways. ii. Parking shall be prohibited within the emergency access driveways and must be identified with painted and stenciled curbs to restrict parking in accordance with the California Vehicle Code. iii. Turns on the emergency access driveways shall be designed to accommodate Fire Department apparatus. Use inside turning radii of 25 feet and outside turning radii of 50 feet. iv. 2013 California Fire Code Section 503: Fire Department-approved all-weather emergency access roads shall be provided for every facility or building, when any portion of the facility or any portion of an exterior wall of the first story of a building is located more than 150 feet from fire department vehicle access measured by an approved route around the exterior of the building or facility (CFC 503.1.1). v. Dead-end emergency access driveways in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. (CFC 503.2.5). • The timing and construction of the Scott Road realignment shall not impact emergency access routes to occupied homes within the Folsom Ranch Plan Area. • The timing and construction of New Placerville Road and the abandonment of Old Placerville Road shall not impact emergency access routes to occupied homes within the Folsom Ranch Plan Area. 	I, B	CD (P) Fire

**CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
82. cont.	<ul style="list-style-type: none"> • Easton Valley Road shall be completed and fully operational for emergency access prior to the occupancy of the first home within the Folsom Ranch Plan Area. • The timing and phased construction of local streets within each subdivision of the Folsom Ranch Plan Area shall not impact emergency access routes to occupied homes within the Folsom Ranch Plan Area. • The first Fire Station planned for the Folsom Ranch Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Ranch Plan Area is met. • Applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any subdivision of land. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official. • The property owner(s) agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation. 	I, B	CD (P) Fire
	<p>Revision made at the Planning Commission Meeting on 4/15/15 <i>Revision made by staff subsequent to the 4/15/15 Planning Commission Meeting</i></p>		

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
83. 3A 14-3	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i> The owner/applicant(s) shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	I, B	CD (E) Fire
84.	<p><i>Private Gated Entries</i> Prior to approval of improvement plans, all private gated entry designs shall be reviewed and approved by the Community Development Department and the Fire Department. Pedestrian gates, which are to remain unlocked, shall be provided on each side of any gated entries where a sidewalk occurs, to facilitate improved pedestrian circulation and to eliminate the requirement for pedestrians to cross the street in order to enter or exit any proposed subdivision. The gates shall be equipped with the “Click to Enter” gate opening system (or some other product) to allow emergency vehicle access by 2-way radio frequency to open the gates. Should vehicle stacking not be sufficient, the Community Development Department may require the gates to remain open during peak hours. The homeowners association whose boundary covers the private gate shall comply with this requirement, and the owner/applicant shall ensure this requirement is in the HOA CC&Rs.</p>	I, OG	CD (E), FD
85	<p><i>Roundabout Design</i> Prior to approval of improvement plans, the design all roundabouts shall be reviewed and approved by the Community Development Department, the Folsom Cordova Unified School District (FCUSD) and the Fire Department. The design shall include the proposed lane configurations and design for the landscaping to be installed in the center.</p>	I	CD (E), FD

**CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
86. 3A 14-2	<p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below:</p> <p>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.</p> <p>Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>The Fire Dept. shall review and approve any improvement plans or building permits for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. The City shall not authorize the occupancy of any structures until the owner/applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department.</p>	I, B, O	FD PW CD (E)

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

**CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
87.	<p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all on-site landscape specifications and details, <u>and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservations and outdoor landscaping.</u> Landscaping shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57 where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (<i>State Model Water Efficient Landscape Ordinance</i>) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance <i>at which time the Owner/Applicant shall comply with any new Ordinance.</i> Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals.</p> <p>Tree topping for height reduction, sign visibility, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Russell Ranch Project.</p> <p>Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road is constructed. <u>Add OG to the timing and Implementation column.</u></p> <p><i>Revision in italics made by Staff subsequent to the 4/15/15 Planning Commission meeting</i> Revision was made at the Planning Commission Meeting on 4/15/15 (Add OG to timing and implementation)</p>	I, <u>OG</u>	CD(P), PW

**CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
88.	3A 2-2	The owner/applicant shall implement all applicable measures in the Sacramento Metropolitan Air Quality Management District approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan.	G, I, B	Sacramento Metropolitan Air Quality Management District
89.		All future utility lines lower than 69 kv, including the 69KV line, to be built along the westerly side of the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project. Revision was made at the Planning Commission Meeting on 4/15/15	I	CD (E) (P) CD (E) (P)

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
90. 4.6-3a	<p><i>Noise Barriers</i></p> <p>In conjunction with the submittal of improvement plans for each proposed development phase where noise barrier locations are recommended, the owner/applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along US 50, White Rock Road, and Empire Ranch Road. The specific height and locations of the noise barriers shall be confirmed based upon the final approved site and grading plans. All required wall heights shall be relative to finished building pad elevations. Noise barrier walls shall be constructed of concrete masonry units, as required in the Planned Development Guidelines. Abrupt transitions exceeding two feet in height shall be avoided. The Grading and/or Improvement Plans shall be subject to review and approval by the City Engineer.</p> <p>Alternatively, and at the owner/applicant's request and in the City's discretion, the owner/applicant may submit a site-specific acoustical analysis for a specific development phase where noise barrier locations are recommended, that is prepared by an acoustical consultant approved by the City of Folsom to determine and confirm whether sound attenuation is needed, taking into account site-specific conditions (e.g. site design, location of structures, building characteristics, building orientation, etc.) in accordance with adopted noise standards. If sound attenuation is determined by the City to be necessary, the site-specific acoustical analysis shall identify measures to reduce noise impacts to meet the City's noise standards at these locations, including, but not limited to, constructing exterior sound walls, constructing barrier walls and/or berms with vegetation, or other alternative attenuation solution acceptable to the City, provided that the improvement plans are accompanied with the acoustical analysis that confirms whether any proposed alternative solution will meet the adopted City noise standard. The acoustical analysis shall also take into consideration sound attenuation mitigation that may be required of parcels adjacent to the noise barriers.</p>	I	CD (P) CD (E) (B)

MAP REQUIREMENTS

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
91.	<p>The owner/applicant shall form a Homeowners Association for the ownership and maintenance of all private streets including the private street storm drainage systems, <u>sewer and water lines within the I Courts on Lot 6</u>, and landscaped open spaces and common areas on hillsides, etc. (Lots 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I, 1J, 1K, <u>1L</u>, 1M, <u>1N</u>, 1O, 1P, 1Q, 1R, 1S, 2A, 2B, 2C, 2D, <u>2E</u>, 2G, 2H, 2I, 2J, 2K, <u>2L</u>, 2M, 2N, <u>2O</u>, <u>2P</u>, <u>2Q</u>, <u>2R</u>, <u>3A</u>, <u>3B</u>, <u>3D</u>, <u>3E</u>, 3F, 3G, 3H, 3I, 3J, 3K, 3L, 3M, 3N, <u>3O</u>, <u>3R</u>, 3S, 3T, 3U, 3V, and 6A, <u>6B</u>, <u>6C</u>, <u>6E</u>, 6F), the private park on lot 2A, and the private recreation facilities to be constructed on lot 14. The Homeowners Association shall also be responsible for monitoring and ensuring maintenance of the landscaping within the open space easement on each view lot within the subdivision.</p> <p><u>The owner/applicant shall propose a funding mechanism (including but not limited to Homeowner's Association or a Project Maintenance Community Facilities District) subject to the approval of the Community Development Department for the following landscaped open spaces: Lots 1R, 1O, 6D, 2B, 2C, 3L, 3O, and 3V.</u></p> <p>In addition, CC&R's shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the Folsom Municipal Code and adopted policies, prior to the recordation of the Final Map.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	M	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
92.	The owner/applicant shall disclose to the homebuyers in the Conditions, Covenants, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report a future public park and public school are located within the proposed subdivision, and that the public park include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public park may include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.	M	CD (P) PK
93.	<u>Revision made by Staff subsequent to the 4/15/15 Planning Commission Meeting</u> The owner/applicant shall disclose to the homebuyers in the Conditions, Covenants, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report that the soil in the subdivision may contain naturally occurring asbestos.	M	CD (P)(E)
94.	The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of the Final Map.	M	CD(E)
95.	Prior to the recording of any phase of the Vesting Small Lot Tentative Subdivision Map, the Russell Ranch Vesting Large Lot Tentative Subdivision Map shall be recorded.	M	CD(E)
96.	Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD(E)
97.	The Final Inclusionary Housing Plan and Final Inclusionary Housing Agreement as approved by the City Council shall be executed prior to recordation of the first Final Map for the Russell Ranch Subdivision.	M	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
98.	The owner/applicant shall form a Landscape Lighting Assessment District, a Community Services District, or a Home Owners Association, which shall be responsible for maintenance of all private streets, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department and in accordance with the Amended and Restated Tier 1 Development Agreement. Vegetation or plantings shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	M	CD (P) CD (E)
99.	The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as public utility easements for underground facilities on properties adjacent to the streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all private and public street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)
100.	Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.	M	CD (E)
101	As provided for in the ARDA and the First Amendment thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA.	G, I	CD (E)

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

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
102		<p>All on and off-site subdivision and Backbone Infrastructure improvements required to serve this project and any subsequent phase of the project, including but not limited to, roadway and transportation improvements, sanitary sewer, water, storm drainage, water quality/detention basins, etc. shall be <u>substantially</u> completed and accepted to the satisfaction of the City prior to issuance of the first building permit within the project. <u>Owner-applicant may propose issuance of building permits for non-habitable structures (model homes and club house only), prior to substantial completion of the above referenced infrastructure, but in no case shall a final inspection be issued or any public use of the non-habitable structures without substantial completion of the above referenced infrastructure. Issuance of the building permits for non-habitable structures (model homes or club house) in advance of substantial completion shall be approved or denied in the sole discretion of the Community Development Department. Substantial completion of the backbone infrastructure and improvements as noted above shall be defined as being complete such that all of the required improvements are ready for use and operation by the public as determined by the City.</u></p>	B	CD (E)
		Revision was made at the <u>Planning Commission Meeting on 4/15/15</u>		

**CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
103	The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, booster pump stations, pressure reducing valve stations, etc.) and sanitary sewer (lift stations) systems, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various development stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and the First Amendment thereto	M	PFFP, M,B CDD(E)(P)(B), PW, FD, EWR, PR
104	The owner/applicant shall provide an irrevocable offer of dedication (IOD) for the future Empire Ranch Road interchange within the boundaries of the subdivision prior to approval of the final large lot subdivision map. The owner/applicant shall provide a recorded covenant on all lots located in Phase 1-2 of the Vesting Tentative Subdivision Map an all-lots located within 500 feet of Highway 50 and the Empire Ranch Road/Highway 50 interchange . The recorded covenant shall include a copy of the I.O.D. for the interchange and notice that <u>this is a future improvement is required to be constructed as a part of this subdivision to be accommodated.</u>	M	CD (E)

Revision made at the Planning Commission Meeting on 4/15/15

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

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
105		<p>At the time of project approval the final design, location, grade and configuration of the Empire Ranch Road Interchange (Interchange Project) at Highway 50 is not known nor approved by the agencies that will be involved in the Interchange Project. The owner/applicant proposes homes near the anticipated location of the Interchange Project. The owner/applicant acknowledges the final design, location, grade and configuration of the Interchange Project is not known. and the owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes near the potential Interchange Project advising of the future Interchange Project and associated noise, grade changes, height, location, design, traffic and construction of the Interchange Project. Owner/applicant shall construct or be responsible for the cost of designing and constructing sound walls, as supported by a noise study and as required by the EIR for the project.</p>	M	CD (E)
106		<p>Revision was made at the Planning Commission Meeting on 4/15/15 The owner/applicant shall be responsible for the ownership and on-going maintenance of the temporary water quality /detention basin which will impact lots 211 through 214 in Phase 2 of the project. The owner/applicant shall be solely responsible for the removal of the temporary water quality/detention basin at such time the basin is no longer required. Lots 211 through 214 shall not be created with a final map until the temporary basin is removed to the satisfaction of the City.</p>	M	CD (E)
107		<p>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)

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
108		<p>Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the Amended and Restated Tier 1 Development Agreement (ARDA) and the ARDA and any amendments thereto, the owner/applicant is required to complete the following:</p> <ul style="list-style-type: none"> • Formation and approval by the City Council of the Sewer and Water CFD, • Formation and approval by the City Council of the Aquatic Center CFD, • Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD, • Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) , • Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD) • Formation and approval by the City Council of the Open Space Management and Financing Plan. • Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan 	M	CD (E)

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
109	<p><u>The owner/applicant shall prepare complete and updated change pages to master plans for transportation (including roadway, bikeway, transit and pedestrian facilities), water (including reclaimed), sewer, grading and drainage (including boundaries of the 100-year floodplain) to the extent applicable as a result of the Specific Plan Amendment to the satisfaction of the City prior to the approval of a final map, improvement plans or grading plans. Timelines for approval of a specified plans, guidelines, funding mechanisms, community facilities districts and land dedications set forth in Section 2.5.3 of the ARDA and any amendments thereto shall apply. The master plans shall be accompanied by engineering studies supporting the sizing, location and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with these approved master plans and the provisions of Sections 3.7, 3.9 and 3.9.1 of the ARDA and any amendments thereto.</u> These phases may include necessary off-site improvements to support development of a particular phase or phases subject to prior approval of the City. These off-site improvements may include roadways to provide secondary public access, water transmission mains for different pressure zones or distribution mains to provide a looped water system, booster pumps and reservoirs to provide adequate water pressure and flow, sewer trunk mains and temporary and/or permanent lift stations, temporary and/or permanent water quality/detention basins and drainage facilities and/ or outfalls. No changes in infrastructure from those shown in the complete and updated approved master plans shall be permitted unless and until the applicable master plan has been reviewed and approved by the City. Final lot/parcel configurations may need to be modified to accommodate the improvements identified in these studies as determined by the City. Any and all modifications to existing lots/parcels necessary shall be the sole responsibility of the owner/applicant.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	G,I,B	CDD(E) EWR,PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
110	4.7-1 3A 18-1	<p>Water Supply Availability The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City and approved by the City prior to approval of any final map.</p>	M	CD (E) Utilities
111	3A 18-2a	<p>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. The owner/applicant shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of a final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the Specific Plan Area until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City.</p>	M, B, O	CD (E) (B), PW
112	3A 16-3	<p>Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City.</p>	M, B	CD (E) (B), PW

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

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
115	<p>All street names recorded on the final map shall have prior approval from the Planning Commission:</p> <p><u>The street names identified in the small lot tentative map area approved, except as amended:</u></p> <p><u>Rustic Ridge Drive</u> shall be replaced with <u>Treasure Ridge Drive.</u></p> <p><u>Treasure Ridge Loop</u> shall be replaced with <u>Highgate Terrace Loop</u></p> <p><u>Scenic Vista Court</u> shall be replaced with <u>Hillgrass Court</u></p> <p><u>Russell Ranch Road</u> shall be replaced with <u>Rustic Ridge Court</u></p> <p><u>Auburn Court Leaf</u> shall be replaced with <u>Auburn Leaf Court</u></p> <p><u>Highgate Terrace Drive</u> shall be replaced with <u>Climbing Vine Drive</u></p> <p><u>Hillgrass Court</u> shall be replaced with <u>Amaro Court</u></p> <p><u>Additionally, the Alternative Street Names identified on the small lot tentative map shall be as follows:</u></p> <p><u>Pleasant Hill</u></p> <p><u>Loma Rica</u></p> <p><u>Via Rancho</u></p> <p><u>Florasota</u></p> <p><u>Rough Horse</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15 <i>Revision made by Staff subsequent to the 4/15/15 Planning Commission Meeting</i></p>	M	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
116	<p>The owner/applicant shall record an Open Space Easement <u>in favor of the Homeowner's Association</u> over the portion of the rear of each lot from the top of the graded slope to the rear property line within each lot as shown on the Vesting Small Lot Tentative Subdivision Map. The easement shall be for the purpose of maintaining the area as a landscaped slope. The easement shall prohibit any removal or addition of soil; any change to the terrain of any kind; the construction of any structure(s), including retaining walls; the construction of fencing anywhere within the easement except on the property lines; the dumping of lawn clippings or any other debris; the removal of landscaping except when the plant has no life. The property owner shall maintain living, irrigated landscaping within the easement and shall not permit bare exposed soil. Only open style, tubular steel fencing shall be permitted on the property lines. Final language of the Easement shall be approved by the Community Development Department prior to recordation.</p>	M	CD (P)
117	<p>Revision was made at the Planning Commission Meeting on 4/15/15 The City is considering the closure and re-alignment of Old Placerville Road between US Highway 50 and future Easton Valley Parkway as part of Phase 2 of the project, consistent with the project EIR. The removal of the existing asphalt concrete will not be permitted without prior approval of the City.</p>	G,I	CDD(E), FD, PW
MISCELLANEOUS REQUIREMENTS			
118	Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.	B	CD (E)
119	Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P) FCUSD

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
120		<p>Prior to issuance of building permits for any residential units or the private recreation center, the owner/applicant shall obtain Design Review approval from the Planning Commission for all buildings to be constructed within the subdivision. If the proposed architecture is not consistent with the Planned Development Design Guidelines, the owner/applicant may modify the plans or apply for a modification to the Planned Development Design Guidelines to be approved by the Planning Commission.</p>	B	CD (P)
121	3A 7-5	<p>Divert Seasonal Water Flows Away from Building Foundations.</p> <p>The owner/applicant(s) shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	B	CD (B)
122		<p>The private recreational amenity shall be constructed and a Certificate of Occupancy on the building obtained on Lot 14 of the Vesting Large Lot Tentative Subdivision Map no later than issuance of the 439th building permit in the project.</p>	B, O	CD (B)
123		<p>The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations, etc.) to the Community Development Department to ensure these facilities are adequately screened. These above ground utility installations shall be designed to be adequately screened and/or blended into the hillsides through use of berming, landscaping or through the use of walls or fences to the satisfaction of the Community Development Department.</p>	I	CD (P) (E)
124		<p>The Russell Ranch Design Guidelines shall include a provision that all trash bins in residential areas shall be enclosed and screened from view. Truck access to the bin shall be subject to approval by the City.</p>	M	CD (P), PW

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
125	<p>At the time of this project approval the final design, location, grade and configuration of the Capital Southeast Connector (Connector) is not known nor approved by the agencies that will be involved in the Connector project. Section 2.2.3 of the Amendment to the Amended and Restated Development Agreement (ARDA) provides for exceptions to Vested Rights relative to the Connector project. <u>Subject to the provisions of Section 3.7.1 of the ARDA concerning payment by the Capital Southeast Connector JPA, Owner/applicant will dedicate the rights of way as provided in Section 2.2.3 and nothing in this condition waives the rights of the City or owner/applicant associated with Section 2.2.3. Owner applicant acknowledges that property in Phase 3 may be subject to dedication for the Connector project. Owner applicant agrees that the value of lands subject to the dedication or the proposed Connector project interchanges shall be based upon the value for comparable unentitled lands being paid by the Connector JPA at the time the land is dedicated. As provided in Large Lot Map Condition No. 7, owner applicant shall provide the City with an Irrevocable Offer of Dedication (IOD) for the Connector alignment including the grade separated interchange for the land as depicted in Figure 2.2.3 of the Amendment to the Amended and Restated Development Agreement. The land shall be valued at the time of the acceptance of the IOD as provided in this condition.</u></p> <p>Owner/applicant acknowledges the final design, location, grade and configuration of the Connector Project is not known. As such, owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes near the potential Connector Project within Russell Ranch Phase 3 advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p> <p>Condition deleted in its entirety by Staff subsequent to the 4/15/15 Planning Commission Meeting</p>	1	CD-(E)-(P)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
BUILDING PERMIT REQUIREMENTS			
126	VI-2 All foundation plans shall be reviewed and approved by the Building Safety Division, respectively, prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.	B	CD (B)
127	Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	G,I,B	CD (E)
128	Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. The exterior building and site lighting will be required to achieve energy efficient standards by installing high-intensity discharge (mercury vapor, high pressure sodium, or similar) lamps. In addition, lighting shall be equipped with a timer or photo condenser. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way. Building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure that they have an architecturally consistent and appropriate design.	B	CD (P)
129	The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
<p>130 4.8-2a</p>	<p align="center">TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS</p> <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> <p>Included in the PFFP are a number roadway projects including the Highway Interchanges that the Russell Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p>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.</p> <p>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.</p>	B	PW
	<p>East Bidwell/Iron Point Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p>		

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
131	4.8-2b	White Rock Road / Placerville Road Prior to issuance of a building permit, the owner/applicant shall pay a fair share through the Public Facilities Financing Plan (PFFP) fee to the City of Folsom towards the addition of a westbound right-turn lane to the White Rock Road/Placerville Road intersections.	B (pay PFFP fee)	CD (E), PW
132	3A15-1c	Scott Road (West)/White Rock Road To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed.	B (pay SCTDF)	CD (E), PW
133	3A 15-4e	Serpa Way/ Iron Point Road To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches shall be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements.	B (pay PFFP fee)	CD (E), PW
134	3A 15-4f	Empire Ranch Road/Iron Point Road Intersection 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: <ul style="list-style-type: none"> • The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. • The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. • The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. • The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. <p>The owner/applicant shall pay its proportionate share of funding of improvements.</p>	B (pay PFFP fee)	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
135	4.8-3 3A 15-1s	<i>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</i> Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).	B (Caltrans MOU)	CD (E), PW
136	3A 15-1u	<i>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.	B (Caltrans MOU)	CD (E), PW
137	3A 15-1x	<i>U.S. 50 Eastbound/Prairie City Road Diverge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.	B (Caltrans MOU)	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
138	3A 15-1y	U.S. 50 Eastbound/Prairie City Road Direct Merge To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.	B (Caltrans MOU)	CD (E), PW
139	3A 15-1z	U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.	B (PFFP)	CD (E), PW
140	3A 15-1aa	U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	B (Caltrans MOU)	CD (E), PW
141	3A 15-1dd	U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.	B (Caltrans MOU)	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
142	3A 15-1ee	U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.	B (Caltrans MOU)	CD (E), PW
143	3A 15-1ff	U.S. 50 Westbound/Prairie City Road Loop Ramp Merge To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.	B (Caltrans MOU)	CD (E), PW
144	3A-15-1gg	U.S. 50 Westbound/Prairie City Road Direct Ramp Merge To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.	B (Caltrans MOU)	CD (E), PW

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

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
145	3A 15-4s	<p>Eastbound US 50 between Folsom Boulevard and Prairie City Road To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp. Improvements to this freeway segment shall be implemented by Caltrans.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact.</p> <p>The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road.</p>	B (Caltrans MOU)	CD (E), PW
146	3A 15-4t	<p>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway.</p>	B (pay PFFP/ Interchange fee)	CD (E), PW

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
147 3A 15-4u	<p>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge. To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge.</p>	B (pay PFFP fee)	CD (E), PW
148 3A 15-4v	<p>U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave.</p>	B (pay PFFP fee)	CD (E), PW

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
149	3A 15-4w	<i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.	B (pay PFFP fee)	CD (E), PW
150	3A 15-4x	<i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.	B (pay PFFP fee)	CD (E), PW
151	3A 15-4y	<i>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.	B (pay PFFP fee)	CD (E), PW

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
152	3A 15-2a	<i>Provide Options for Alternative Transportation Modes.</i> The owner/applicant for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	B (pay PFFP fee and Transit fee)	CD (E), PW
153	4.8-6	<i>Scott Road/Easton Valley Parkway intersection.</i> The owner/applicant shall pay a fair share fee to the City of Folsom towards the addition of a channelized westbound right-turn lane to the Scott Road/Easton Valley Parkway intersection.	B	CD (E), PW
154	3A 15-1a	<i>Folsom Boulevard/Blue Ravine Road Intersection</i> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection	B (pay PFFP fee)	CD (E), PW
155	3A 15-1b	<i>Sibley Street/ Blue Ravine Road Intersection</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection	B (pay PFFP fee)	CD (E), PW

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
156	3A.15-1h	<p>Hazel Avenue/Folsom Boulevard Intersection To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection shall be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard</p>	B (pay SCTDF)	CD (E), PW
157	3A.15-1i	<p>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection</p>	B (pay SCTDF)	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
158	3A.15-1j	Hazel Avenue between Madison Avenue and Curragh Downs Drive To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue shall be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	B (pay SCTDF)	CD (E), PW
159	3A.15-1l	White Rock Road/Windfield Way Intersection To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection shall be signalized and separate northbound left and right turn lanes shall be striped. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection	B	CD (E), PW
160	3A.15-1o	Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	B (Caltrans MOU)	CD (E), PW

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
161 3A.15-1p	<p>Grant Line Road/ State Route 16 Intersection To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches shall be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing shall be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection shall be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection.</p>	B (Caltrans MOU/ SCTDF	CD (E), PW
162 3A.15-1q	<p>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</p>	B (Caltrans MOU)	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
163	3A.15-1r	<p><i>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements 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</p>	B (Caltrans MOU)	CD (E), PW
164	3A.15-1v	<p><i>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of 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</p>	B (Caltrans MOU)	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
165	3A.15-1w	<i>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge	B (Caltrans MOU)	CD (E), PW
166	3A.15-1hh	<i>U.S. 50 Eastbound/Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge	B (Caltrans MOU)	CD (E), PW
167	3A.15-1ii	<i>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge.	B (Caltrans MOU)	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
168	3A.15-2b	Participate in the City's Transportation System Management Fee Program The owner/applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	B	CD (E), PW
169	3A.15-2c	Participate with the 50 Corridor Transportation Management Association The owner/applicant for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single occupant automobile travel on area roadways and intersections.	B	CD (E), PW
170	3A.15-3	Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. In accordance with Measure W, the owner/applicant for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW
171	3A.15-4a	Sibley Street/Blue Ravine Road Intersection To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach shall be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection	B Pay PFFP fee	CD (E), PW

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
172 3A.15-4c	<p><i>East Bidwell Street/College Street</i> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection</p>	B Pay PFFP fee	CD (E), PW
173 3A.15-4g	<p><i>Oak Avenue Parkway/Easton Valley Parkway</i> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The owner/applicant shall fund and construct these improvements</p>	B Pay SCTDF fee	CD (E), PW
174 3A.15-4i	<p><i>Grant Line Road/White Rock Road Intersection</i> To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements shall be implemented by Sacramento County. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection</p>	B Pay SCTDF fee	CD (E), PW

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
175 3A.15-4j	<p>Grant Line Road between White Rock Road and Kiefer Boulevard To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment shall be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment shall be implemented by Sacramento County and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF fee	CD (E), PW
176 3A.15-4k	<p>Grant Line Road between Kiefer Boulevard and Jackson Highway To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment shall be implemented by Sacramento County and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF fee	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
177	3A.15-4l	<p><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.</p>	B Pay SCTDF fee	CD (E), PW
178	3A.15-4m	<p><i>White Rock Road between Grant Line Road and Prairie City Road</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment shall be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</p>	B Pay SCTDF fee	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
179	3A.15-4n	White Rock Road between Empire Ranch Road and Carson Crossing Road To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.	B Pay SCTDF fee	CD (E), PW
180	3A.15-4o	White Rock Road/Carson Crossing Road Intersection To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall be converted into a separate free right turn lane, or double right. Improvements to this intersection shall be implemented by El Dorado County. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection.	B	CD (E), PW
181	3A.15-4p	Hazel Avenue/U.S. 50 Westbound Ramps Intersection To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection shall be implemented by Caltrans and Sacramento County. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	B Pay SCTDF fee	CD (E), PW

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

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
182	3A.15-4q	<i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i> 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.	B (Caltrans MOU)	CD (E), PW
183	3A.15-4r	<i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.	B (Caltrans MOU)	CD (E), PW

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

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
184	4.6-3b	<p><i>Interior Noise Analysis</i> In conjunction with submittal of the Building Permit for the residential uses with direct exposure to US 50 traffic noise, the owner/applicant shall provide detailed analysis of interior noise levels conducted by a qualified acoustical consultant recognized by the City of Folsom. The analysis shall include detailed noise control measures that are required to achieve compliance with the City of Folsom. The analysis shall include detailed noise control measures that are required to achieve compliance with the City of Folsom 45 dB Ldn interior noise level standard. The noise control measures may include, but are not limited to, installing windows with an STC rating of 35 to 38 for second floor facades and the use of resilient channels for walls parallel to US 50. The construction drawing for the residential uses with direct exposure to US 50 traffic noise shall denote any recommended noise control measures resulting from the analysis, subject to review and approval by the City Community Development Director.</p>	B	CD (E), PW
185	4.6-3c	<p><i>Mechanical Ventilation</i> In conjunction with submittal of Building Permits, the owner/applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Department.</p>	B	CD (E), PW
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
186		All mechanical equipment shall be ground-mounted and concealed from view of public and private streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view or screened from open space areas.	B	CD (P) (B)

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
187		Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where Owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision.	I, B, O	CD (P) (E)
188		The owner/applicant shall comply with all provisions of the Tier 1 Amended and Restated Tier 1 Development Agreement and any approved amendments by and between the City and The New Home Company Russell Ranch LLC relative to this project. <u>The owner applicant shall disclose to homebuyers that the project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.</u>	G, I, M, B	CD (E)
		Revision was made at the Planning Commission Meeting on 4/15/15		

**CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
189	<p>The following measures shall be implemented to the satisfaction of the Parks and Recreation Department:</p> <ul style="list-style-type: none"> • Dedication of the park site in fee title shown as Lot 10 on the Vesting Large Lot Tentative Subdivision Map to the City no later than issuance of the 250th building permit. • Rough grading of the park parcel consistent with the conceptual site diagram (Attachment 8 – Conceptual School & Park Site Diagram as prepared by MacKay & Somsps dated February 27, 2015) prior to dedication, <u>or as such other earlier or later time as approved by the Parks and Recreation Director.</u> • Owner/applicant shall provide to the City an “As-Built” topographic survey in an electronic file compatible with AutoCAD upon completion of the rough grading. • All subdivision utilities (i.e. Water, Sewer, Storm Drain, Public Utilities, etc.) shall be brought into the park site by owner/applicant at a location coordinated with Parks and Recreation staff and approved by the Parks and Recreation Director. • The proposed park <u>consists of 10.3 acres in the Folsom Plan Area Specific Plan, and</u> is bisected by two development properties with different ownerships. The owner/applicant provided staff with written (email) documentation that it has confirmed with owners of the adjacent property (Cragg Ranch) that future dedication by that land owner will provide <u>5.1 acres of the proposed park site, the owner/applicant providing the remaining 5.2 acres</u> the entire 10.3-acre park envisioned in <u>owner/applicant’s portion of parkland as identified in the FPASP, as amended.</u> If the land dedication becomes infeasible due to the splitting of the proposed park site, the owner/applicant and/or successors to the Russell Ranch Development proposal shall be responsible <u>for dedication of owner/applicants portion of parkland as identified in the FPASP</u> for 100% of the 10.3-acre parkland dedication. <p>Revision was made at the Planning Commission Meeting on 4/15/15 <i>Revisions made by staff Subsequent to the 4/15/15 Planning Commission Meeting</i></p>	I, B	CD, PR

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
190	<p>The owner/applicant shall install a purple pipe irrigation system for all proposed landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future park sites, school sites, open space parcels either publicly maintained or maintained by the owner/applicant etc. in accordance with the Folsom Plan Area Specific Plan Environmental Impact Report. The purple pipe irrigation systems shall be designed and maintained by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water systems is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. The owner/applicant shall include the purple pipe irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p> <p><i>The Water System Master Plan (Master Plan) approved by the City Council on February 24, 2015 does not extend purple pipe reclaimed/recycled irrigation systems into any portion of the Russell Ranch Project. The City may amend this Master Plan to require the extension and installation of a purple pipe reclaimed/recycled irrigation system into all portions of the FPASP, including Zones 4, 5, and 6, which serves the Russell Ranch Project. If the Master Plan is updated, the City may, in its discretion, propose amendments to the PFFP and/or other financing mechanisms to fund the purple pipe reclaimed/recycled irrigation system and other required infrastructure within the Backbone infrastructure, with the intent of achieving parity for payment for purple pipe reclaimed/recycled irrigation in Backbone Infrastructure east of Placerville Road in light of owner/applicant's obligation to fund purple pipe reclaimed/recycled irrigation west of Placerville Road through the PFFP. If the Master Plan amendment occurs, the owner/applicant shall thereafter be required to install a purple pipe reclaimed/recycled irrigation system for all proposed public or privately maintained open space landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future public or private park sites, school sites, and public or privately maintained open space parcels.</i></p>	I, B	CD (E) (F) EWR, PK

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

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
190 cont.	<p><u>If a final decision on or amendment to the Master Plan has not been made regarding a purple-pipe reclaimed/recycled system at the time owner/applicant is ready to install irrigation pipes to those areas that could be covered by this section, owner/applicant will install purple-pipe reclaimed/recycled irrigation system for irrigation (but not the balance of the purple-pipe reclaimed/recycled irrigation system-backbone, booster pumps etc.) so that system could be converted at a later time. Any purple-pipe-reclaimed/recycled irrigation systems that may be installed shall be designed and-constructed by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water system is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. Owner-applicant may propose alternatives to the installation of the purple-pipe reclaimed/recycled irrigation system within the project which shall achieve equal to or greater potable water savings than the potable water savings that would be achieved by the installation of a purple-pipe-reclaimed/recycled irrigation system as specified herein, and the approval of such alternative water conservation measures shall be at the discretion of the City, taking into account the cost of alternatives available for achieving equal or better water conservation results.</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15 Revision made by staff after the 4/15/15 Planning Commission Meeting Revision was made at the 5/12/15 City Council Meeting</p>	I, B	CD (E) (P) EWR, PK

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
191	<p><u>The owner/applicant shall construct shoulder improvements along the project's entire frontage of westbound White Rock Road to the satisfaction of the City prior to approval of the project's Phase 4 final map or upon the construction of the future Empire Ranch Road connection to White Rock Road, whichever occurs first. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post adequate security to the City's satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years.</u></p> <p><u>If construction of the Capital Southeast Connector Project between Scott Road and the El Dorado County line has commenced during the term of the Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.</u></p> <p><i>Added by Staff subsequent to the 4-15-15 Planning Commission meeting</i></p>	OG	CD (E) (P) PW
192	<p><u>The owner/applicant shall require that the CC&R for the homeowners' association (HOA) contain a provision requiring the HOA to enforce the maintenance standards for the sloped open space easement areas. Owner/applicant shall provide disclosure to potential purchasers of the maintenance and enforcement requirements for the sloped open space easement areas. The language of such disclosure shall be provided to the City for approval.</u></p> <p>Addition was made at the 5/12/15 City Council Meeting</p>	M	CD (E) (P)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
193	<p><i>Boundary Line Adjustment</i> Within 60 days of the approval by the City Council of the Vesting Small Lot Tentative Subdivision Map, the owner/applicant shall file a Boundary Line Adjustment (BLA) to change the northern property line between the Russell Ranch subdivision and the Broadstone Estates property currently owned by Elliott Homes. The BLA shall reflect the design as shown on the vesting small lot tentative subdivision map. The BLA shall be approved by the City and recorded with the Sacramento County Recorder prior to submittal of the project's Large Lot Final map. Upon determination by the Community Development Director that the owner/applicant has undertaken substantial work to pursue the BLA in good faith, the Community Development Director may grant a reasonable extension to the 60 day deadline.</p>		CD
194	<p><i>Irrevocable Offer of Dedication</i> Within 60 days of the approval by the City Council of the Vesting Small Lot Tentative Subdivision Map, the owner/applicant shall provide an Irrevocable Offer of Dedication (IOD) for Himsdale Drive, Dewy Oaks Drive, Dehone Drive, Purple Sage Drive and Easton Valley Parkway between Placerville Road and Purple Sage Drive which will provide public access and public utility access for the future development of the adjoining Broadstone Estates project. Upon determination by the Community Development Director that the owner/applicant has undertaken substantial work to pursue the IOD in good faith, the Community Development Director may grant a reasonable extension to the 60 day deadline.</p>		CD

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
195		<p>Corporation Yard The location tentatively identified for acquisition by the City for the City's new Corporation Yard in Section 2.2.3.4 of the First Amended and Restated Tier I Development Agreement (ARDA) between the City and the project developer may not be feasible for use as a Corporation Yard due to challenges in obtaining County entitlements and utility services. Subject to the application of this condition to other Participating Landowners (as defined in the ARDA) as provided herein, the following condition is added with respect to resolution of the location of the corporation yard:</p> <p>Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), a site consistent with the requirements of Section 2.2.3.4 of the ARDA, as may be amended or as otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard, with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site consistent with the foregoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City Council.</p>	M	CD

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
195 cont		<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 Corporation Yard site has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> <p>If and when the City amends the ARDA for any other Folsom Plan owner to include the language described below, in addition to the above and subject to the paragraph below, Applicant agrees to a future modification of Section 2.5.3B of the Amended and Restated Development Agreement (ARDA) as follows: Prior to Approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision) or as otherwise specified below:</p>		

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
195 cont	<p>....(9) A site consistent with the requirements of Section 2.2.3.4, 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.</p> <p>If Owner/Applicant proposes final maps in phases, Owner/Applicant may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion.</p> <p>The City will be proposing the amendment to Section 2.5.3B as described above as to other Folsom Plan Area landowners seeking future specific plan amendment, tentative subdivision map or ARDA amendments. If and when the City modifies the ARDA for any other Folsom Plan Area landowner to add this section, then Applicant will agree to a modification of its then existing ARDA or amendment thereto. If the City does not amend the ARDA with respect to any other landowner to include the provision set forth above prior to City Council's consideration of a final map, then this requirement shall be null and void as to Owner/Applicant's project.</p>		

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
196	<p>New Middle School and High School Site 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>	M	CD
	<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>		

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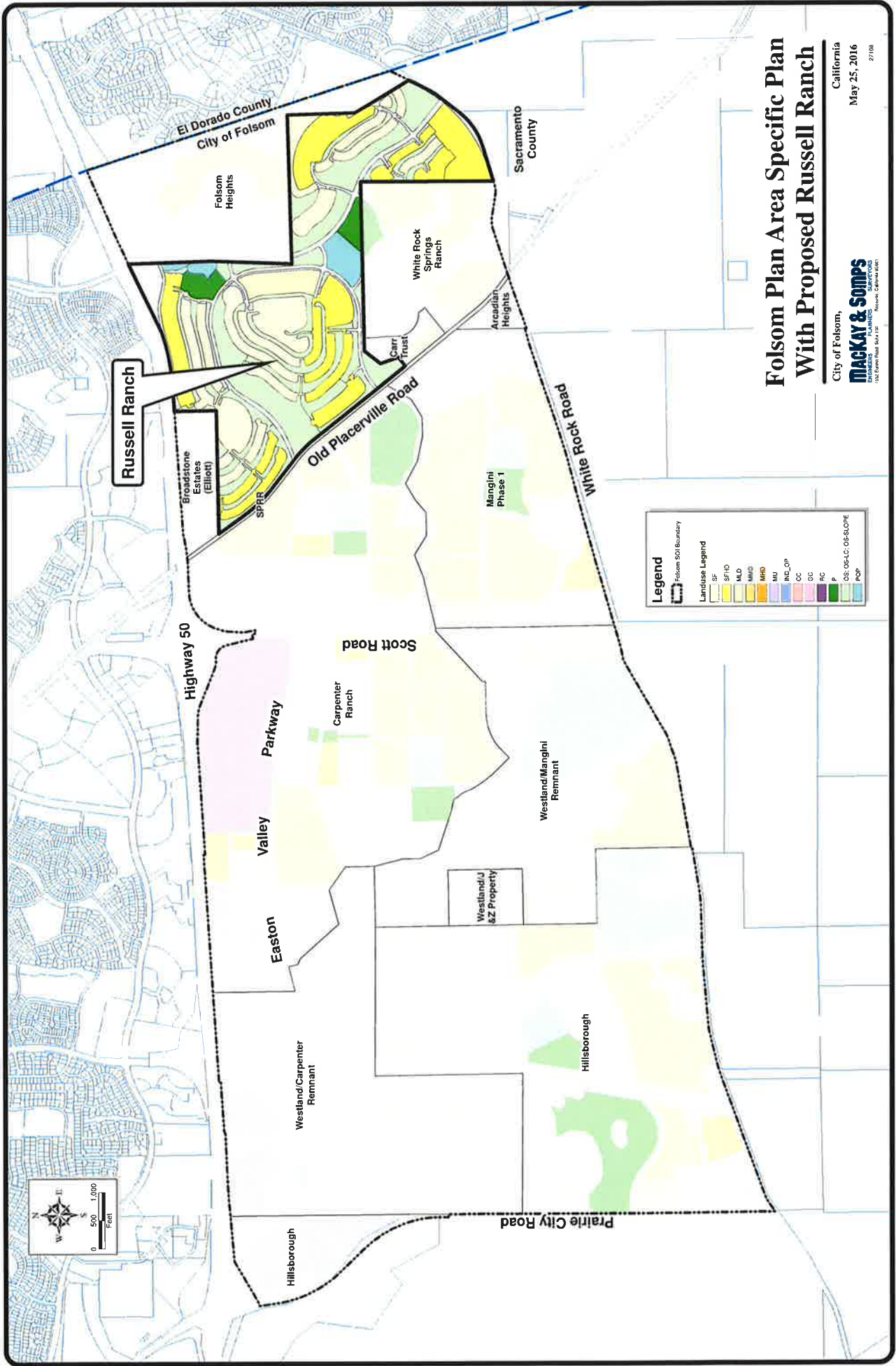
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
196 cont		<p>If Owner/Applicant proposes final maps in phases, Owner/Applicant may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site(s) as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion.</p> <p>If and when the City amends the Amended and Restated Development Agreement ("ARDA") for any other Folsom Plan owner to include the language described below, in addition to the above and subject to the paragraph below, Applicant agrees to a future modification of Section 2.5.3B of the ARDA as follows:</p> <p>Section 2.5.3B Prior to Approval of First Final Small Lot Map in the FPA (or First Building Permit if Development May Occur Without Any Subdivision) or as otherwise specified below:</p> <p>....(10) A site or sites identified as suitable by the City, in consultation with the Folsom Cordova Unified School District, for use as the future high school and middle school in the Folsom Plan Area shall be identified and approved by the City in consultation with the Folsom Cordova Unified School District. If a supplemental fee is required to support the development of such identified site(s), the applicant agrees to support the establishment of such fee in accordance with the Mitigation Fee Act and to pay such fee, so long as such fee is equitably shared by all similar development within the Plan Area.</p> <p>The City will be proposing the amendment to Section 2.5.3B as described above as to other Folsom Plan Area landowners seeking future specific plan amendment, tentative subdivision map or ARDA amendments. If and when the City modifies the ARDA for any other Folsom Plan Area landowner to add this section, then Applicant will agree to a modification of its then existing ARDA or amendment thereto. If the City does not amend the ARDA with respect to any other landowner to include the provision set forth above prior to City Council's consideration of a final map, then this requirement shall be null and void as to Owner/Applicant's project.</p>		

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
197		The owner/applicant shall comply with the Developer Cooperation Agreement between The New Home Company and Elliott Homes.		CD

ATTACHMENT NO. 1

Location Map and Project Description



Folsom Plan Area Specific Plan With Proposed Russell Ranch

City of Folsom,
California
May 25, 2016

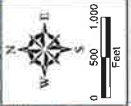
MACKAY & SOMPS
PLANNERS ARCHITECTS
132 E. River Road, Suite 110 • Folsom, California 95630
27/08

Legend

Folsom SOI Boundary

Land Use Legend

- SF
- SFHO
- MLD
- MAG
- MB
- MU
- IND_OP
- CC
- CC
- CC
- P
- OS-OB-LC-OS-SLO/HE
- POP



Attachment A
CITY OF FOLSOM
Russell Ranch Project Phase 1 and Phase 2
Informational Narrative

***Transfer of Development Rights and Minor Administrative Modification:
Amended Large Lot Vesting Tentative Subdivision Map and
Phase 1 Small Lot Vesting Tentative Subdivision Map and
Phase 2 Small Lot Vesting Tentative Subdivision Map and
Minor Administrative Modification to the Project Design Guidelines***

The New Home Company (“Applicant”) has continued to evaluate market conditions and home buyer preferences since the May 2015 Folsom City Council approval of the Folsom Plan Area Specific Plan Amendment (“SPA”) for Russell Ranch (“Project”). In order to better meet the trends in the marketplace and achieve a product that will reach a broader range of buyers, Applicant seeks to amend the entitled Phase 1 Project through replacing the single family (“SF”) units (i.e., 75'-foot wide lots), with an increase in 70'-foot wide SF lots and also an increase in single family high density (“SFHD”) lots. The proposed Phase 1 Project product mix will retain the original residential community character, quality, and design commitments of single-loaded streets, spectacular views, and a range of housing options from court homes to executive style housing within the Folsom Plan Area Specific Plan (“FPASP”). Phase 2 amendments are necessary to enable roadway and utility access for the adjacent property (Broadstone Estates).

Applicant seeks approval of amendments to the Large Lot and Phase 1 and Phase 2 Small Lot Vesting Tentative Subdivision maps through a Transfer of Development Rights (“TDR”) and Minor Administrative Modification (“MAM”), each as allowed under FPASP Sections 4.7 (Transfer of Residential Units), 13.3.1 (Minor Administrative Modifications), and 13.3.2 (Transfer of Development Rights), as well as a MAM to the Project Design Guidelines as provided for in Russell Ranch Planned Development Design Guidelines (“Design Guidelines”) Section 1.5.3 (Modifications and Amendments). Density Transfers are also contemplated by Section 2.3 of the First Amended and Restated Development Agreement (“First Amended ARDA”).

Amended Phase 1 and Phase 2 Vesting Tentative Subdivision Map

On May 12, 2015, the Folsom City Council approved the Russell Ranch SPA, including a Phased Large Lot Vesting Tentative Subdivision Map and Phased Small Lot Vesting Tentative Subdivision Map. Applicant is proposing to amend the following Large Lot, Phase 1 Small Lot Vesting Tentative Map, and Phase 2 Small Lot Vesting Tentative Map sheets to accommodate an additional 24 lots in Phase 1 (see Exhibit A) and to enable roadway and utility access with adjacent property (Broadstone Estates) in Phase 2:

1. Large Lot Vesting Tentative Subdivision Map Sheet
2. Small Lot Vesting Tentative Subdivision Map
 - o Cover Sheet
 - o Phase 1 Lotting Plan Sheet
 - o Phase 1 Conceptual Grading Plan Sheet
 - o Phase 1 Conceptual Storm Drainage Plan Sheet
 - o Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan Sheet
 - o Phase 1 MLD Large Lot 6 Sheet
 - o Phase 2 & A Portion of Phase 1 Lotting Plan Sheet

- Phase 2 & A Portion of Phase 1 Conceptual Grading Plan Sheet
- Phase 2 & A Portion of Phase 1 Conceptual Storm Drainage Plan Sheet
- Phase 2 & A Portion of Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan Sheet

The Large Lot Vesting Tentative Subdivision Map was amended to reflected changes associated with the Small Lot Vesting Tentative Subdivision Map. A summary of the Small Lot Vesting Tentative Subdivision Map changes include:

- Phase 1
 - Added 24 lots in Russell Ranch Phase 1
 - Removed 75 foot wide lots
 - Modified 50 x 100 foot lots to 50 x 90 foot (minimum depth) on Wildland Way
 - Eliminated eastern portion of Wildland Way
 - Double loaded western portion of Wildland Way
 - Gated Wildland Way making it a private street with public street standard ROW
 - Changed primary access of Wildland Way from Amber Grove Place to Grand Prairie Road
 - Provided full left/right turn movements from Grand Prairie Road to Wildland Way
 - Changed connection of Wildland Way with Amber Grove Place to an EVA for secondary access
 - Modified 50 x 100 foot lots to 50 x 90 foot (minimum depth) on Treasure Ridge Circle (former Timber Ridge Loop)
 - Gated Timber Ridge Loop making it a private street with public street standard ROW
 - Timber Ridge Loop became a single gated access with an EVA for secondary access
 - Modified street section for all streets with separated sidewalk to locate the ROW at the back of curb and show a 19.5 foot PUE from the ROW
- Phase 2
 - Velvet Grove Loop and two cul de sacs (Dewy Oak Court and Dehone Court) modified to stub streets to enable roadway and utility access for the adjacent property (Broadstone Estates)
 - Lot 2L is shown for the Zone 4 Potable Water Storage Tank, which resulted in the elimination of Lots 130 and 131 on Russell Ranch
 - Lot 169 was eliminated to coordinate grading with the adjacent property (Broadstone Estates)
 - Modifications resulted in three fewer lots, which were offset by gaining three lots at the boundary of the adjacent property (Broadstone Estates) on former Dehone Court (now a stub street), Dewey Oak Court (now a stub street), and at the elbow of Velvet Grove Loop
 - Net result is the same overall number of lots in Phase 2
 - Two boundary line adjustments (BLA) with the adjacent property owner (Broadstone Estates) are proposed to achieve the net zero result in overall lot count

Transfer of Development Rights

The FPASP permits flexibility in transferring residential unit allocations to respond to changing market demand. The requested transfer of 24 residential dwelling units from the Applicant’s acquisition of a portion of the Michelle M. Carr 2012 Trust and Melissa Barron (“Carr Owners”) property on April 15, 2015 (17 units) and the associated boundary line adjustment (7 units) to Phase 1 meets the criteria set forth in the Section 13.3.2 of the FPASP as shown in Table 1 and is internally consistent with the Project (see also “Dwelling Unit Comparison” discussion below for additional information on the evolution of the Project unit allocations and 24 unit transfer).

TABLE 1	
TDR Criteria	Proposed TDR Meets Criteria
<i>The transferor and transferee parcel or parcels are located within the Plan Area and are designated for residential use.</i>	Correct. The transfer parcels are located within the Plan Area, generally north of White Rock Road and east of Placerville Road, and are designated for residential use.
<i>The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A (Development Standards) of the FPASP.</i>	Correct. The transfer parcels conform to the FPASP development standards.
<i>The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS.</i>	Correct. The transfer of 24 units does not result in increased impacts beyond those previously analyzed in the Project EIR and FPASP EIR/EIS.
<i>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.</i>	Correct. The transfer of units does not adversely impact affordable housing agreements, fee programs and assessment districts, public facilities, schools, roadways, or planning infrastructure. No additional Project specific mitigation measures are required.

Minor Administrative Modification

The Applicant is requesting a MAM to address Phase 1 Project design changes made in response to evolving market demands, including targeting certain buyer profiles such as empty-nesters, move-down buyers, and smaller families to achieve the following objectives:

- Adjustment to the lotting within the SF and SFHD land uses.
- Replacement of 75’-wide lot with 70’-wide lot size.
- Transfer of 24 units to Phase 1 pursuant to FPASP Section 13.3.2 (see “Transfer of Development Rights” discussion above).

The requested MAM does not have a significant impact on the FPASP, is consistent with the objectives and policies of the FPASP, does not substantially change the overall intent of the Project, and meets the criteria set forth in Section 13.3.1 of the FPASP, as shown in Table 2.

TABLE 2	
MAM Criteria	Proposed MAM Meets Criteria
<i>The proposed modification is within the Plan Area.</i>	Correct. The proposed modification is within the Plan Area, generally located north of White Rock Road and east of Placerville Road.
<i>The modification does not reduce the size of the proposed Town Center.</i>	Correct. The Town Center area is not a component of the proposed modification and the size and design will be unaffected.
<i>The modification maintains compliance with City Charter Article 7.08, previously known as Measure W.</i>	Correct. The proposed modification maintains compliance with Measure W provisions. See also additional analysis below related to open space.
<i>The general land use pattern remains consistent with the intent and spirit of the FPASP.</i>	Correct. See also land use summary in Table 3 below and Exhibit B.
<i>The proposed changes do not substantially alter the backbone infrastructure network.</i>	Correct. The proposed modification makes no changes to the backbone infrastructure.
<i>The proposed modification offers equal or superior improvements to development capacity or standards.</i>	Correct. The proposed modification does not alter the development standards already approved and will offer equal or superior improvements to development capacity through changes to the SF and SFHD land use mix that will meet current market demands.
<i>The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.</i>	Correct. The proposed modification does not increase environmental impacts beyond those identified in the FPASP EIR/EIS and the Russell Ranch Project EIR. See also "Environmental Information" discussion below.
<i>Relocated park or school parcels continue to meet the standards for the type of park or school proposed.</i>	Correct. No park or school parcels were relocated or amended. These parcels continue to meet the standards for the type of park or school.
<i>Relocated park or school parcels remain within walking distance of the residents they serve.</i>	Correct. No park or school parcels were relocated or amended and remain within walking distance for residents. See also Exhibit B.

Project Summary

Land Area

The total Project land area remains at 437.6 acres and is unaffected by the proposed modifications. As shown in Table 3, the MAM would result in minor adjustments in acreage between SF and SFHD in Phase 1 and would not affect land acreages in the Project area previously approved for parks, schools, and open space. Further, the proposed modifications are completely contained within the land areas previously approved for residential development. The Phase 1 land area remains at 196.7 acres.

TABLE 3 PROJECT LAND USE SUMMARY				
Approved May 2015 Land Use Totals		Proposed April 2016 Land Use Totals		Net Change in Acres
Land Use	Acres	Land Use	Acres	
SF	104.8	SF	102.9	-1.9
SFHD	97.5	SFHD	97.3	-0.2
MLD	11.4	MLD	11.4	0
OS	162.7	OS	165.1	+2.4 ¹
P – Neighborhood	5.2	P – Neighborhood	5.2	0
P – Private	7.1	P – Private	6.5	-0.6
P-QP(ES)	9.7	P-QP(ES)	9.7	0
P-QP (W)	0.7	P-QP (W)	1.1	+0.4
P-QP (Cell)	2.6	P-QP (Cell)	2.6	0
P-QP (Lift Sta.)	0.1	P-QP (Lift Sta.)	0.1	0
Backbone ROW	35.8	Backbone ROW	35.7	-0.1
TOTAL	437.6	TOTAL	437.6	0.0

¹ Increase in SP-OS2-PD "Slope-OS" and does not change SP-OS1-PD "Measure W OS."

Open Space

The FPASP Open Space non-residential land use within the Project area is made up of two FPASP zoning categories, SP-OS1-PD (Preserve Open Space Zone) and SP-OS2-PD (Passive Open Space Zone). As shown in Table 4, the SP-OS1-PD or “Measure W OS” remains the same with no net change in acres, and the SP-OS2-PD or “Slope-OS” increases by 2.4 acres, primarily as a result of the proposed change in the lotting configuration for the village adjacent to Placerville Road from a single loaded street to a double loaded street.

TABLE 4 RUSSELL RANCH PHASE 1 OPEN SPACE SUMMARY			
Open Space Type	Approved May 2015 Open Space (Acres)	Proposed April 2016 Open Space (Acres)	Net Change in Acres
SP-OS1-PD ¹	52.3	52.3	0
SP-OS2-PD	26.3	28.7	2.4
TOTALS	78.6	81.0	2.4

¹ Measure W Open Space.

Land Use / Zoning

The Phase 1 MAM is consistent with the FPASP residential land uses and zoning. Specifically, the proposed densities are consistent with the FPASP SFHD, SF, and MLD zoned minimum and maximum density ranges, as show in Table 5 and Exhibit B.

TABLE 5 RUSSELL RANCH PHASE 1 DENSITY SUMMARY			
Zone	FPASP Density Range	Approved May 2015 Density	Proposed April 2016 Density
SF	1-4 du/ac	3.1	3.6
SFHD	4-7 du/ac	4.5	4.9
MLD	7-12 du/ac	10	10

Lot Count

The Applicant proposes to amend the Phase 1 Project lot count from 372 lots to 396 lots. As shown by the lot count summary in Table 6, the TDR of 24 lots pursuant to FPASP Section 13.3.2 (see “Transfer of Development Rights” discussion above and “Dwelling Unit Comparison” below) is within the Phase 1 lot allocation of the original Specific Plan June 2011 (412 units). See Exhibit C for a Phase 1 lot size comparison of the May 2015 approved lotting and the April 2016 proposed lotting. The proposed lot mix and shifts do not impact any areas that were not previously anticipated to be disturbed.

Adjustments to the SF and SFHD land uses in Phase 1 were made to offer a greater variety of housing types and affordability levels. The 75'-wide lots have been replaced with an increase to the 70'-wide lots, which will continue to provide for and maintain executive style housing. The 50'-wide and 60'-wide lots have both increased in order to increase the range of product for move-down buyers and families.

Adopted Specific Plan June 2011	Land Use	Lot Width	Approved May 2015	Proposed April 2016	Net Change in Units
--	SFHD	50's	82	95	+13
	SFHD	60's	63	132	+69
273	SF	70's	46	55	+9
	SF	75's	67	--	-67
139	MLD	Courts	114	114	0
412	TOTALS		372	396	+24

Dwelling Unit Comparison

The overall unit count in the Russell Ranch Project remains lower than what was originally approved in the June 2011 Specific Plan. Exhibits D, E, and F are intended to track the Parcel No. references from the FPASP in the Project area as the maps have been amended (or as proposed for amendment).

The 2011 Specific Plan allocated 1,119 units to the Russell Ranch Project area. The FPASP uses "Parcel No." references (Table 4.3) in order to identify total units in the approved Specific Plan. The Parcel Nos. originally assigned to the Russell Ranch Project Area consist of Parcel Nos. 106 – 127, inclusive, and provide for a total unit count of 1,119 (see Exhibit D, Table 4.3 excerpt).

The approved Russell Ranch Specific Plan Amendment (2015) in May 2015 entitled 828 units (see Exhibit E) and provides a new reference to Parcel 270 in FPASP Table 4.3, which is intended to incorporate all four phases of the Russell Ranch Project, and replaces the prior references to Parcel Nos. 106-127, inclusive. In the 2015 Specific Plan Amendment approval, Parcel No. 270 included a specific unit count for Phases 1–3, but did not include a unit count for Phase 4. The City and the Applicant agreed that Phase 4 units would be determined after finalization of the alignment for the Capital Southeast Connector, which impacted the land use plan for Phase 4. Thus, while Table 4.3 (2015 Specific Plan Amendment) identifies a unit count of 828, this is not (nor was it intended to be) the overall unit count for Phases 1-4.

The 2015 Specific Plan Amendment approval also added 6.7 acres to the overall Project area after acquisition of this land from the Carr Owners. This 6.7 acres is a portion of a larger parcel, and is identified by reference to two parcels in Table 4.3; i.e., Parcel No. 128 (lots acquired through a boundary line adjustment) and Parcel No. 129 (a portion of lots included in the larger Carr Owners' parcel). This acquisition resulted in 24 additional lots assigned to the Russell Ranch Project and attributable to Applicant. These additional units were not referenced in the 2015 Specific Plan Amendment for Russell Ranch, but have now been included in the revised Table 4.3 (see Exhibit E / Footnote 1).

Exhibit F incorporates the additional 24 units as proposed under Parcel No. 270A for a total Phase 1 unit count of 396 lots. When adding the additional 24 units to the May 2015 entitled 828 units, the total amended Project unit count is 852 lots.

Finally, the 2015 Environmental Impact Report for the Russell Ranch Project analyzed impacts for 879 units. This total included the anticipated number of lots, including the 51 lots originally allocated to Phase 4 (see Exhibit F / Parcel 270C / Footnote 1). By a typographical error, the staff report referenced only 878 units. This distinction, while relevant for total unit count in the Specific Plan area, will be reconciled once all specific plan amendments have been processed, including the submittal of the small lot map that incorporates the area identified as Phase 4 in the 2015 Russell Ranch entitlement approvals. Applicant understands that these additional units are not yet approved, and the number is offered for consistency purposes when identifying units for the entire Specific Plan area. The Applicant utilizes new Parcel No. references in Exhibit F for the Proposed Project which Applicant submits should simplify the references in the Specific Plan moving forward.

Water Demand

The Folsom Plan Area Water Supply Agreement states a water supply delivery at 5,600 AFY ("acre feet per year") for the Plan Area as a whole. The proposed 24 unit increase in Phase 1 changes the total water demand for the Project by less than one percent and stays within the total allocation of the Plan Area at 5,497 AFY (see Exhibit G).

Development Standards

Section 1.5.3 of the Russell Ranch Planned Development Design Guidelines provides that deviations from the Guidelines shall be governed under the same criteria and procedure outlined for MAMs in Section 13.3.1 of the FPASP. As noted in the "Minor Administrative Modification" discussion above, Applicant submits that each of these criteria has been satisfied.

The minor modification to the development standards in the Russell Ranch Neighborhood Design Guidelines is consistent with the FPASP 4,000 sq. ft. minimum lot size development standard for SP-SFHD (FPASP Table A.2) and would allow the Applicant to introduce an additional housing type with a typical lot size of 50'x90' to help meet anticipated market demands. This new lot size is comparable in street front appearance to the 50'x100' size lots and the reduction in back-yard area will not affect the nature of the graded flat pad. Design characteristics and architectural styles of the 50'x90' product would also be comparable to the 50'x100' size lots and what is identified and described as appropriate for Russell Ranch in the Design Guidelines. The introduction of 50'x90' lots would address the market demand for more affordable, smaller homes and lots, which would be geared towards empty-nesters and move-down buyers, and small or new families. In addition to addressing evolving market demands, the addition of a new housing type would enhance the streetscape and architectural diversity and would preserve the dynamics of the neighborhood and character of the community.

The MAM also clarifies the details in the Design Guidelines Development Standards for the residential street section rights-of-way (ROW), front setbacks, and public utility easement (PUE) locations. There are no changes to travel lane dimensions and/or overall roadway dimensions ('curb-to-curb' dimensions are the same). See Exhibit H for typical street section details.

Summary of requested clarification for residential street with **separated sidewalk**:

- ROW is moved from face-of-walk to back-of-curb.
- Front setback measurement is changed from 17.5' to 24.5' (measured to new ROW, includes 7' planter).
- PUE measurement is changed from 12.5' to 19.5' (measured to new ROW, includes 7' planter). PUE physically remains at 12.5' (measured from face-of-walk).
- 18' min. setback to street-facing garage remains.

Summary of requested clarification for residential street with **attached sidewalk**:

- ROW is shown at the back-of-walk.
- Front setback measured from back-of-walk/ROW.
- PUE is 12.5' measured from back-of-walk/ROW.
- 18' min. setback to street-facing garage.

Development Agreement

Section 1.5.2 of the Amendment to ARDA provides that no further amendment of the development agreement is required to include MAMs within the scope of the Amendment to the ARDA. Applicant will review this interpretation with the City Attorney. Pending that review, no amendment to the development agreement is presently proposed by Applicant.

Environmental Information

The proposed Phase 1 and Phase 2 Project map amendments, TDR of 24 lots, and minor modifications do not change the development footprint, single-family residential character, or introduce additional impacts to resource areas outside of what was previously evaluated in the City-certified FPASP Final EIR/EIS (May 2011) and City-certified Russell Ranch Project FEIR (April 2015). The Project FEIR analyzed a total of 879 lots and included a Mitigation and Monitoring and Reporting Program and Findings of Fact and Statement of Overriding Considerations. The amended Project unit count of 852 lots remains within the scope of the City-certified environmental impact analysis and does not alter any CEQA conclusions.

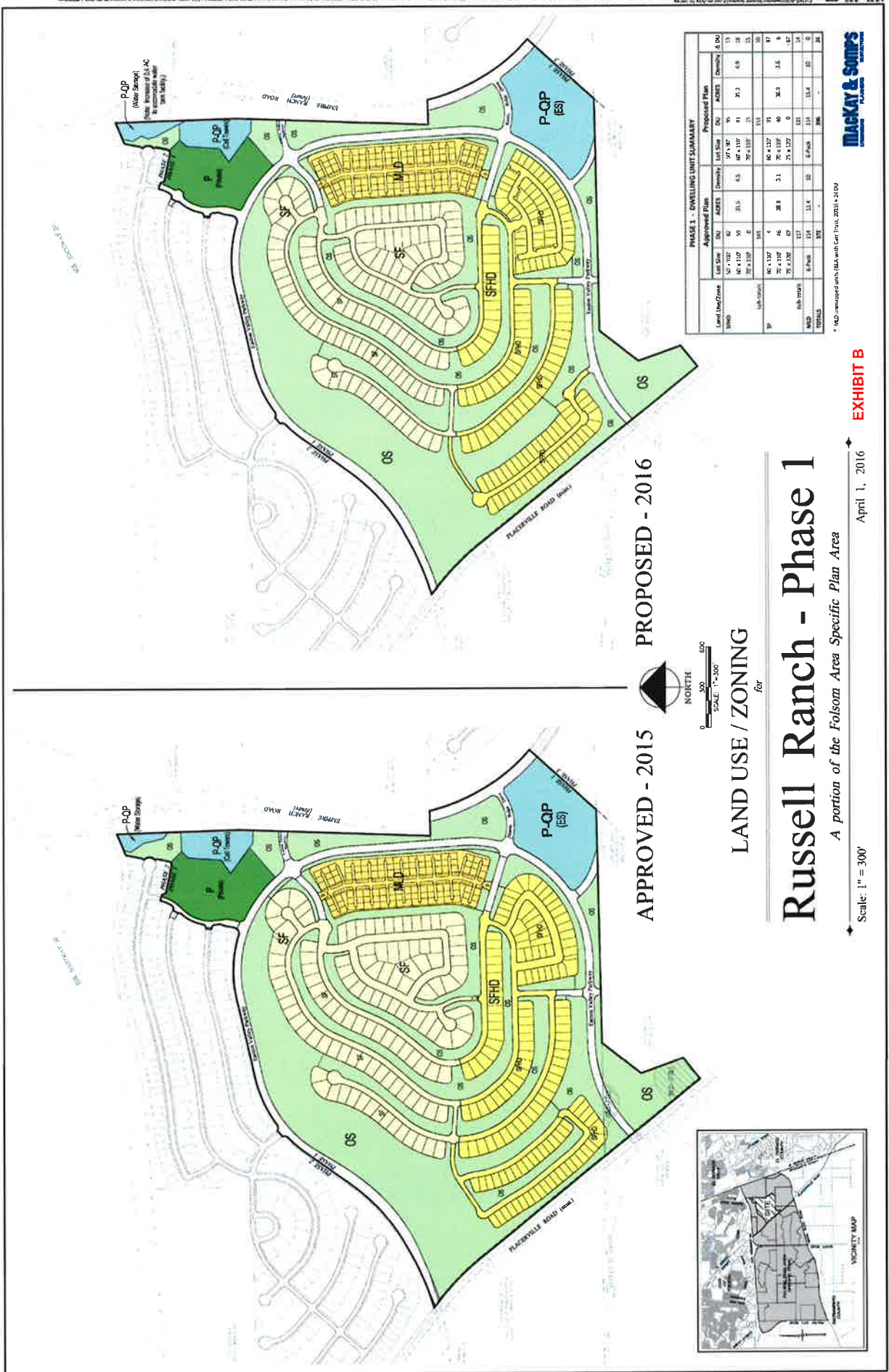
LIST OF EXHIBITS

- Exhibit A Amended Large Lot (1 sheet) and Phase 1 and Phase 2 Small Lot (10 sheets) of the Russell Ranch Vesting Tentative Subdivision Map
- Exhibit B Russell Ranch Land Use / Zoning
- Exhibit C Russell Ranch Lot Size Comparison
- Exhibit D Russell Ranch Dwelling Unit Allocation Specific Plan (June 2011)
- Exhibit E Russell Ranch Dwelling Unit Allocation Specific Plan Amendment (May 2015)

Exhibit F Russell Ranch Dwelling Unit Allocation Proposed Project (April 2016)

Exhibit G Folsom Plan Area Potable Water Demand Chart

Exhibit H Typical Street Sections



APPROVED - 2015 PROPOSED - 2016



LAND USE / ZONING
for

Russell Ranch - Phase 1

A portion of the Folsom Area Specific Plan Area

Scale: 1" = 300'

April 1, 2016

EXHIBIT B

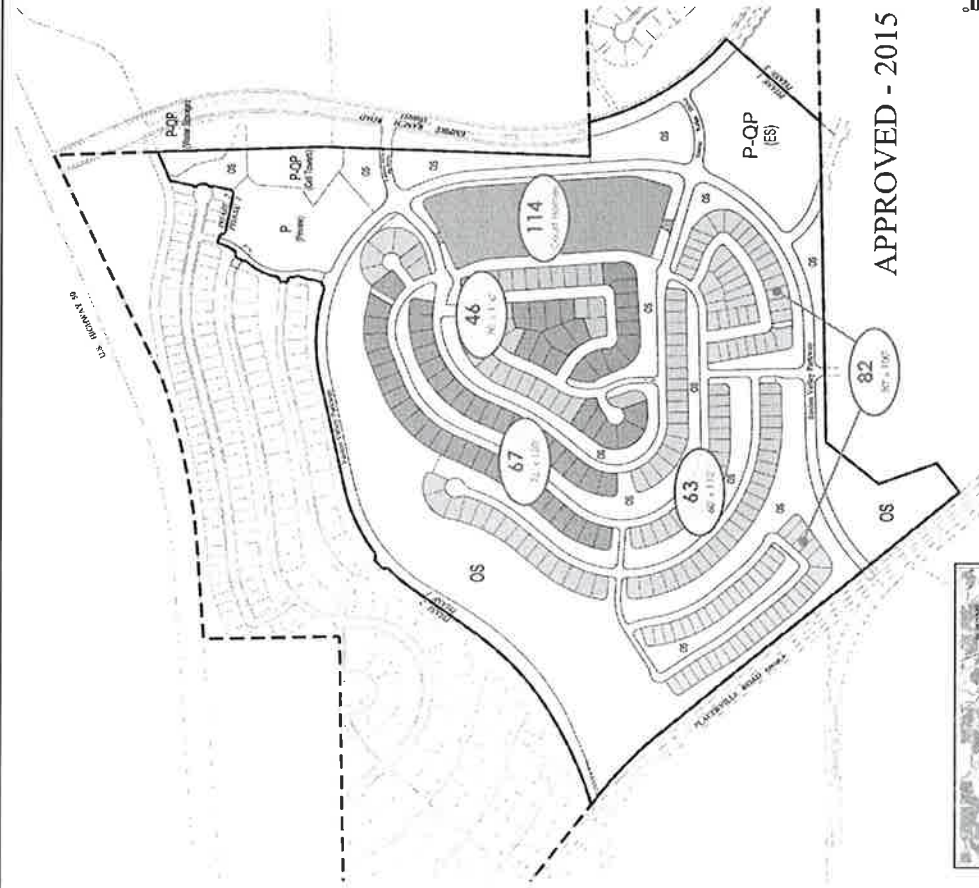
PHASE 1 - DWELLING UNIT SUMMARY

Land Use/Zone	Approved Plan				Proposed Plan			
	Lot Size	DU	ADRS	Density	Lot Size	DU	ADRS	Density
SFHD	54' x 132'	52	23.3	4.5	50' x 82'	85	21.3	4.8
	66' x 132'	5			66' x 132'	41	21.3	4.8
	70' x 132'	5			70' x 132'	25		3.5
M/D	54' x 132'	143			60' x 132'	131		4
	70' x 132'	66	28.8	3.1	70' x 132'	40	26.0	3.4
P	70' x 132'	67			70' x 132'	0		0.0
P-QP	117				133			3.8
P-QP (ES)	114				114			3.8
TOTALS	877				386			28

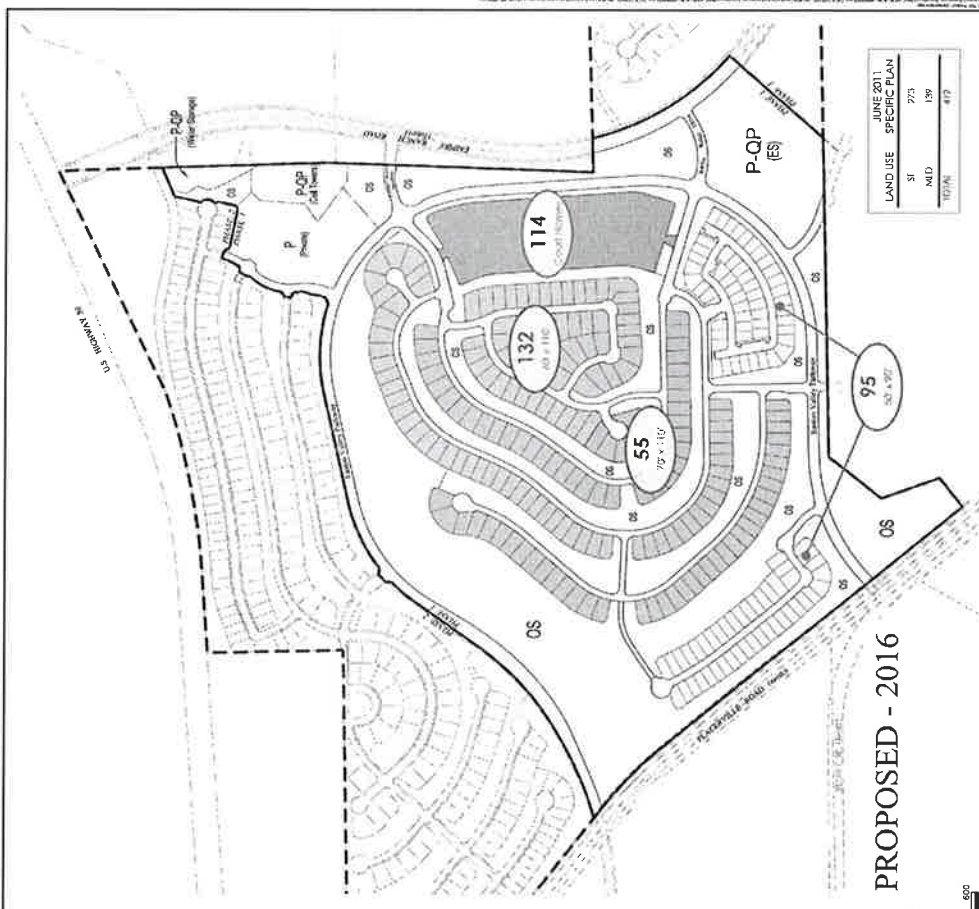
* ADU managed units (BA with Cert. Proj. 2015) = 20 DU



Exhibit C Russell Ranch Lot Size Comparison



APPROVED - 2015



PROPOSED - 2016



LOT SIZE COMPARISON
for

Russell Ranch - Phase 1

A portion of the Folsom Area Specific Plan Area

Scale: 1" = 300'

April 19, 2016

EXHIBIT C

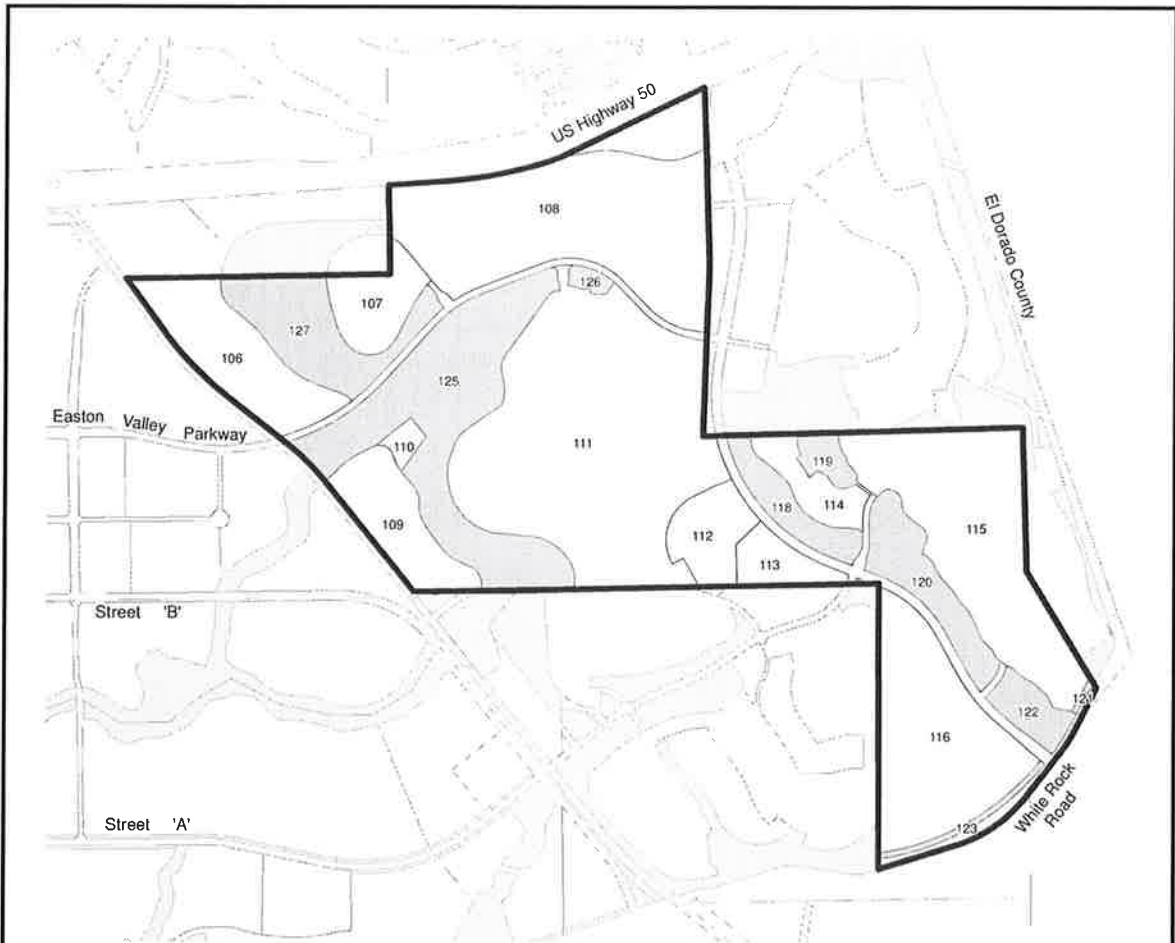
LINE 2011	MAY 2015	APRIL 2016
LAND USE	APPROVED	PROPOSED
SI	275	199
MD		419
TOTAL		419

LOT SIZE	MAY 2015	APRIL 2016
SI	275	199
MD		419
TOTAL		419

MACKAY & SOMPS
PLANNERS ARCHITECTS ENGINEERS

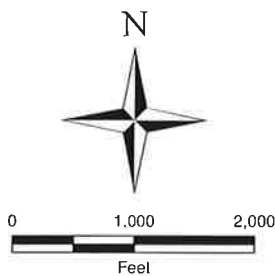


Exhibit D Russell Ranch Dwelling Unit Allocation
Specific Plan (June 2011)



Specific Plan (June 2011)

Russell Ranch (The New Home Company) Parcel Summary							
Parcel No.	Land Use	Allocated Res. DU	Allocated Building Area SF				
			IND/OP	CC	GC	MU	RC
106	MMD	406					
107	SF	31					
108	GC				360,061		
109	MLD	139					
110	POP						
111	SF	273					
112	POP						
113	P						
114	SF	21					
115	SF	139					
116	SF	110					
117	SF						
118	OS						
119	OS						
120	OS						
121	OS-LC						
122	OS						
123	OS-LC						
124	OS-LC						
125	OS						
126	OS						
127	OS						
270	Not Used						
Total		1,119			360,061		

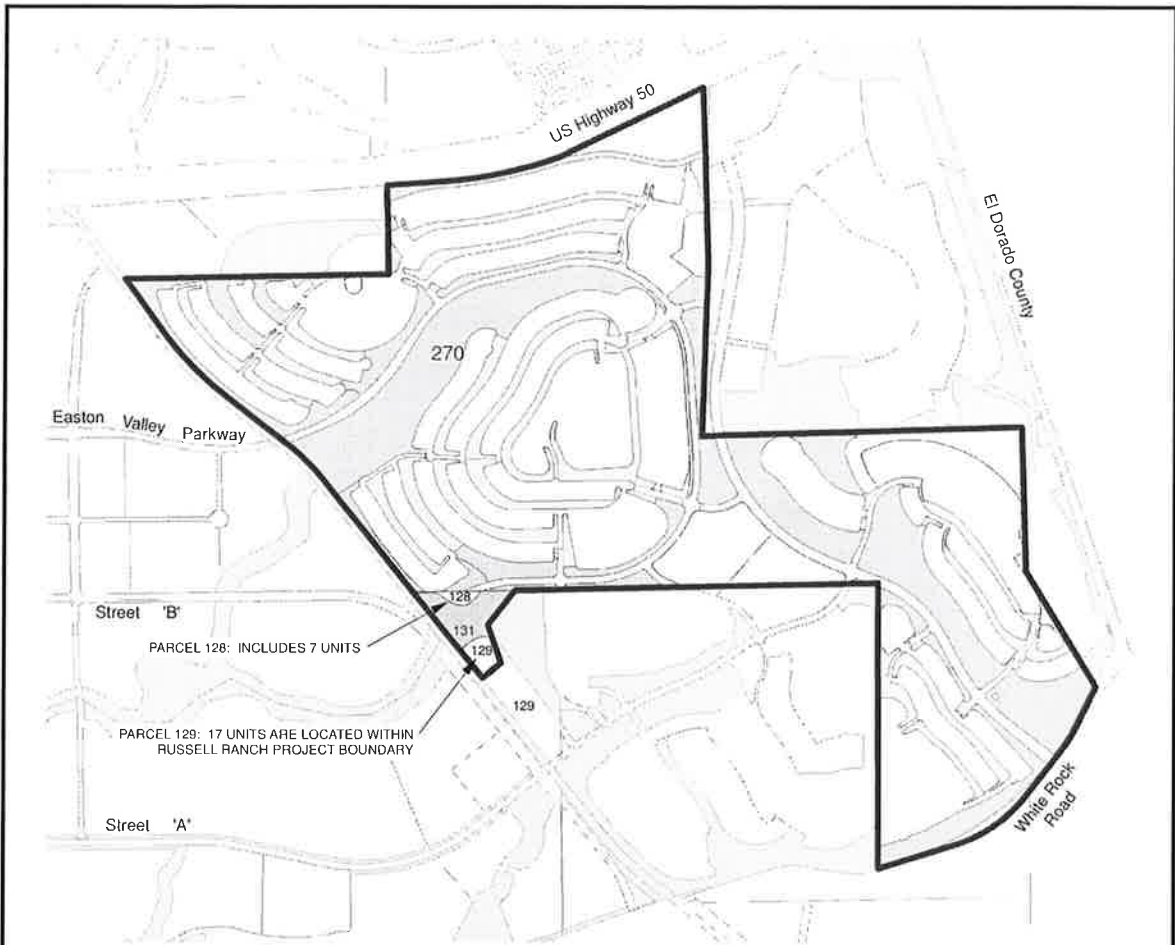


Russell Ranch
Dwelling Unit Allocation
Specific Plan (June 2011)

April 20, 2016

EXHIBIT D

Exhibit E Russell Ranch Dwelling Unit Allocation
Specific Plan Amendment (May 2015)

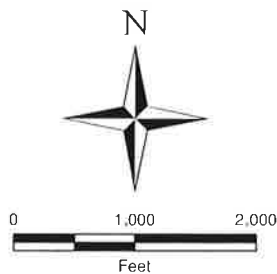


Specific Plan Amendment (May 2015)

APPROVED Russell Ranch (The New Home Company)							
Parcel Summary							
Parcel No.	Land Use	Allocated Res. DU	Allocated Building Area SF				
			IND/OP	CC	GC	MU	RC
106	Not Used						
107	Not Used						
108	Not Used						
109	Not Used						
110	Not Used						
111	Not Used						
112	Not Used						
113	Not Used						
114	Not Used						
115	Not Used						
116	Not Used						
117	Not Used						
118	Not Used						
119	Not Used						
120	Not Used						
121	Not Used						
122	Not Used						
123	Not Used						
124	Not Used						
125	Not Used						
126	Not Used						
127	Not Used						
270	SF	297					
	SFHD	417					
	MLD	114					
128	Not Used						
131	Not Used						
Total		828					

CORRECTED Russell Ranch (The New Home Company)							
Parcel Summary							
Parcel No.	Land Use	Allocated Res. DU	Allocated Building Area SF				
			IND/OP	CC	GC	MU	RC
106	Not Used						
107	Not Used						
108	Not Used						
109	Not Used						
110	Not Used						
111	Not Used						
112	Not Used						
113	Not Used						
114	Not Used						
115	Not Used						
116	Not Used						
117	Not Used						
118	Not Used						
119	Not Used						
120	Not Used						
121	Not Used						
122	Not Used						
123	Not Used						
124	Not Used						
125	Not Used						
126	Not Used						
127	Not Used						
270	SF	297					
	SFHD	417					
	MLD	114					
128	Not Used						
131	Not Used						
Total		828					
128 ¹	MLD	7					
por. 129 ¹	MLD	17					
131	OS						

1. MLD unmapped units (BLA with CARR Trust, 2015) = 24 DU (former parcels 128 and por. 129, in addition to Russell Ranch Parcel 270).



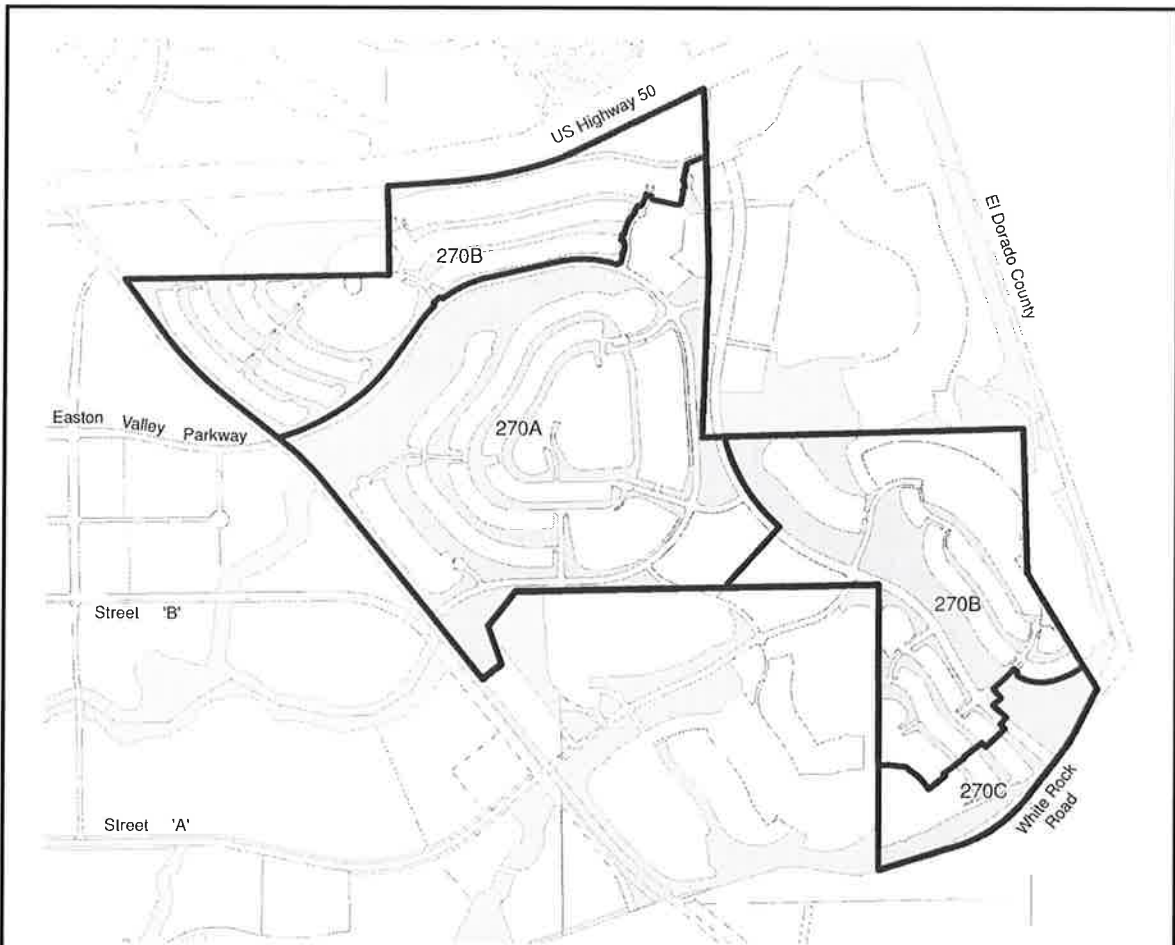
Russell Ranch

Dwelling Unit Allocation SPA (May 2015)

April 20, 2016

EXHIBIT E

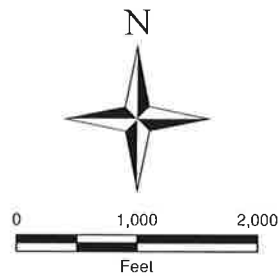
Exhibit F Russell Ranch Dwelling Unit Allocation
Proposed Project (April 2016)



Proposed (April 2016)

Russell Ranch (The New Home Company)							
Parcel Summary							
Parcel No.	Land Use	Allocated Res. DU	Allocated Building Area SF				
			IND/OP	CC	GC	MU	RC
270A	SF	131					
	SFHD	151					
	MLD	114					
Subtotal		396					
270B	SF	180					
	SFHD	276					
Subtotal		652					
270C ¹	SF/SFHD	51					
Total		903					

¹ SF/SFHD unmapped DU from Russell Ranch Phase 4, 2015 = 51 DU.



Russell Ranch
Dwelling Unit Allocation
Proposed (April 2016)

EXHIBIT F

April 20, 2016

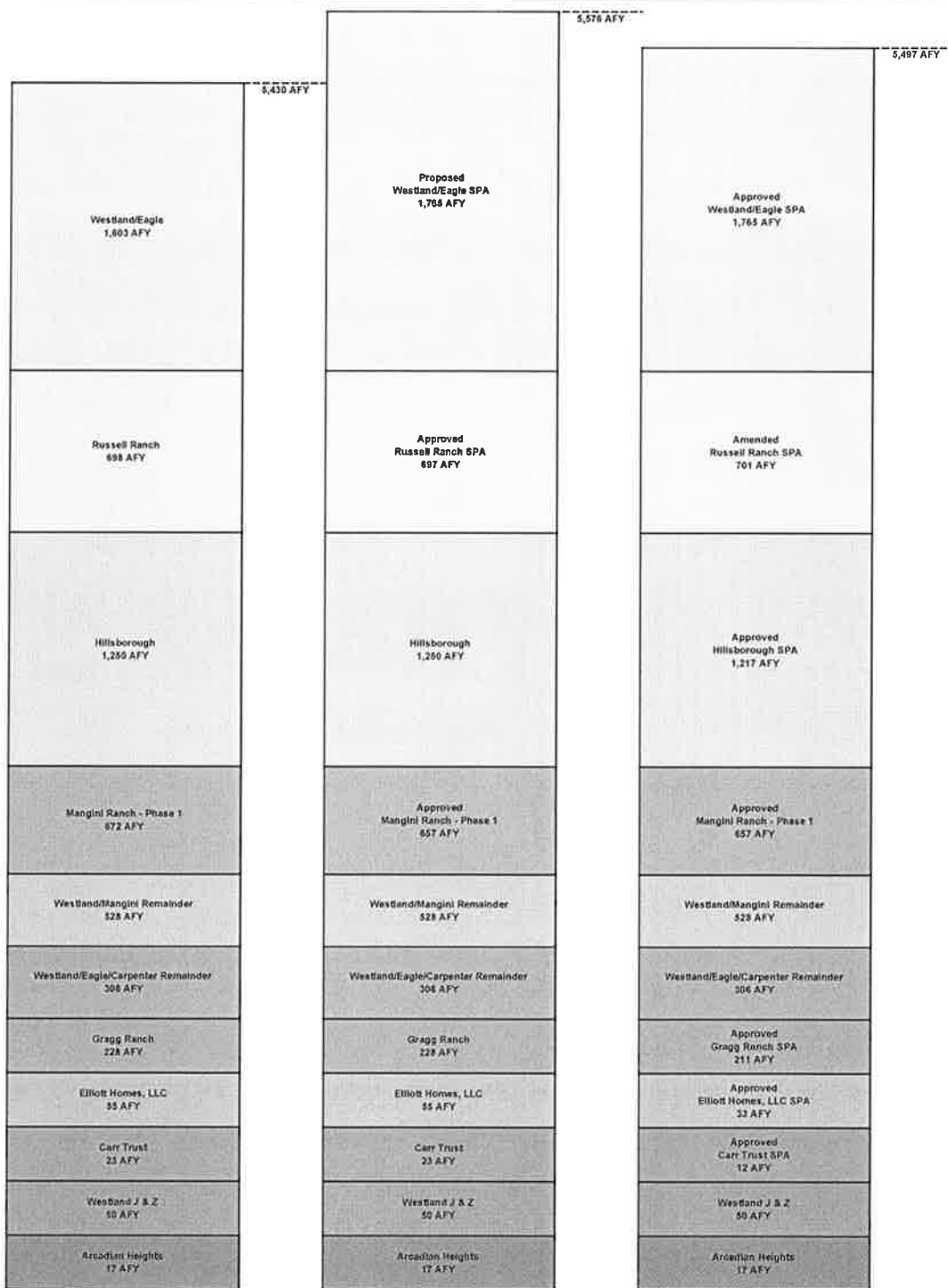
Exhibit G Folsom Plan Area Potable Water Demand Chart

Folsom Plan Area
Potable Water Demand Chart

7819 SPA
Date: June 2, 2015
Revised: July 30, 2015
Revised: April 15, 2016

EXHIBIT G

Water Supply Agreement - 5,600 AFY

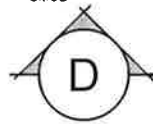
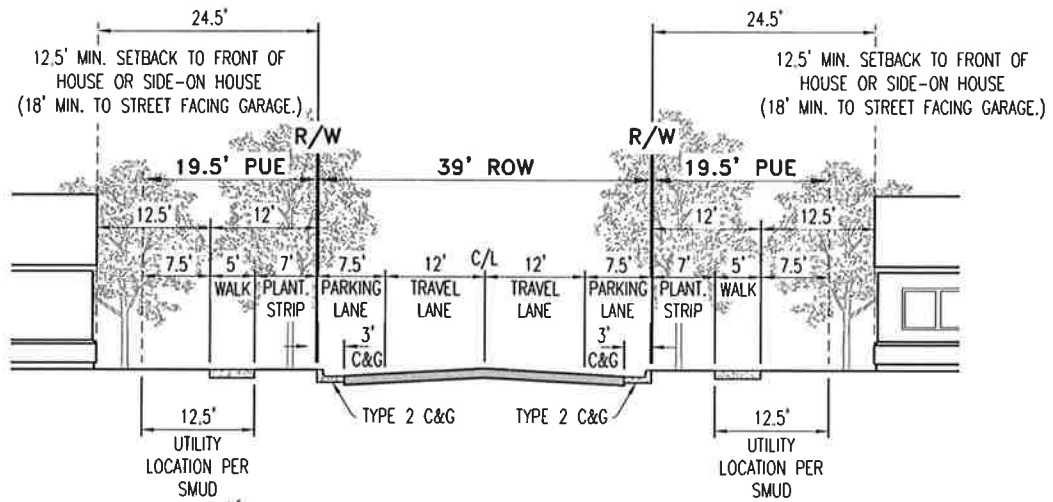


Folsom Plan Area
Adopted Land Uses

Folsom Plan Area
Adopted Land Uses with
Approved Russell Ranch SPA,
Approved Mangini Phase 1 Tentative Map
Proposed Westland/Eagle SPA

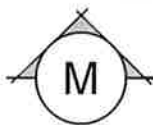
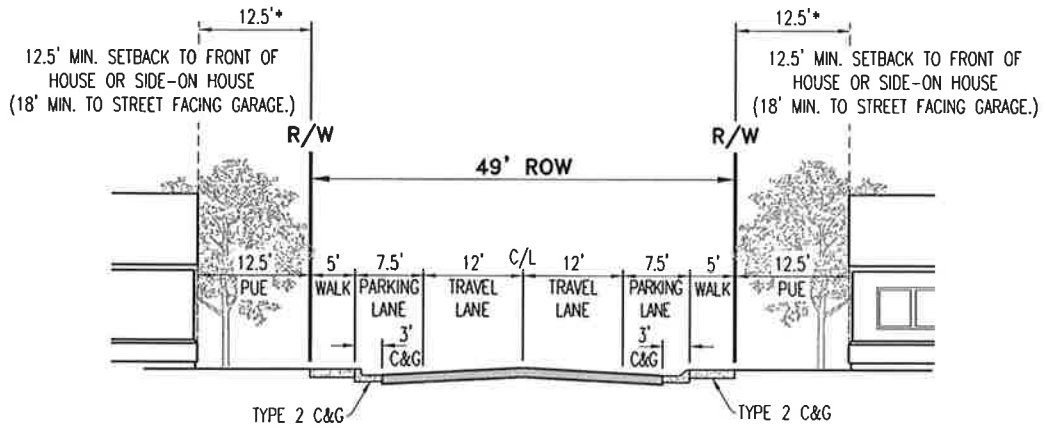
Folsom Plan Area
Adopted Land Uses
Amended Russell Ranch SPA
Approved Mangini Ranch Ph. 1 Tentative Map
Approved Westland/Eagle SPA
Approved Gragg Ranch SPA
Approved Elliott Homes SPA
Approved Carr Trust SPA

Exhibit H Typical Street Sections



39' RIGHT-OF-WAY

Local Street - Separated Sidewalk



49' RIGHT-OF-WAY

Local Street

* NO PROJECTIONS (INCLUDING EAVES) ALLOWED IN BUILDING SETBACKS.

Typical Street Sections
CONCEPTUAL BUILDING SETBACK & PUE EXHIBIT

RUSSELL RANCH

Scale: 1" = 20'

Folsom, California

May 25, 2016

EXHIBIT H

0 10 20 40

SCALE: 1" = 20'

MACKAY & SOMPS

ENGINEERS PLANNERS SURVEYORS

ATTACHMENT NO. 2

Amended Large Lot Vesting Tentative Subdivision Map

TENTATIVE MAP INFORMATION

PREPARED BY: Mackay & Samps Civil Engineers, Inc.
 10000 Mackay Court, Suite 100
 Folsom, CA 95630
 (916) 992-1000
 www.mackayandsamps.com

DATE: April 13, 2015

PROJECT: Phased Large Lot Vesting Tentative Subdivision Map

APPLICANT: Russell Ranch, LLC

PROJECT LOCATION: 415 E. K Street, Folsom, CA

PROJECT AREA: 100.00 Acres

PROJECT TYPE: Residential

PROJECT STATUS: Tentative Map

PROJECT DESCRIPTION: Phased Large Lot Vesting Tentative Subdivision Map

PROJECT CONTACT: Mackay & Samps Civil Engineers, Inc.

NOTES:

1. The information shown on this map is based on the information provided to the Engineer by the Applicant and is not a warranty of accuracy or completeness.
2. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
3. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
4. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
5. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
6. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
7. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
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11. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
12. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
13. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
14. The information shown on this map is not to be used for any purpose other than that for which it was prepared.
15. The information shown on this map is not to be used for any purpose other than that for which it was prepared.



LAND USE SUMMARY

LOT NO.	AREA (AC)	LAND USE
1	0.10	Residential
2	0.10	Residential
3	0.10	Residential
4	0.10	Residential
5	0.10	Residential
6	0.10	Residential
7	0.10	Residential
8	0.10	Residential
9	0.10	Residential
10	0.10	Residential
11	0.10	Residential
12	0.10	Residential
13	0.10	Residential
14	0.10	Residential
15	0.10	Residential
16	0.10	Residential
17	0.10	Residential
18	0.10	Residential
19	0.10	Residential
20	0.10	Residential
21	0.10	Residential
22	0.10	Residential
23	0.10	Residential
24	0.10	Residential
25	0.10	Residential
26	0.10	Residential
27	0.10	Residential
28	0.10	Residential
29	0.10	Residential
30	0.10	Residential
31	0.10	Residential
32	0.10	Residential
33	0.10	Residential
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35	0.10	Residential
36	0.10	Residential
37	0.10	Residential
38	0.10	Residential
39	0.10	Residential
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95	0.10	Residential
96	0.10	Residential
97	0.10	Residential
98	0.10	Residential
99	0.10	Residential
100	0.10	Residential

BENCHMARK

1. The benchmark is located at the intersection of the centerlines of the street shown and the centerline of the street shown.

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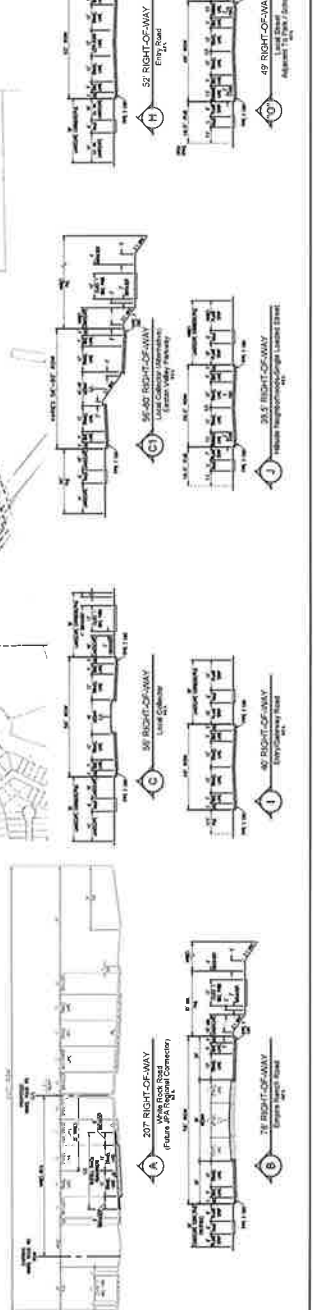
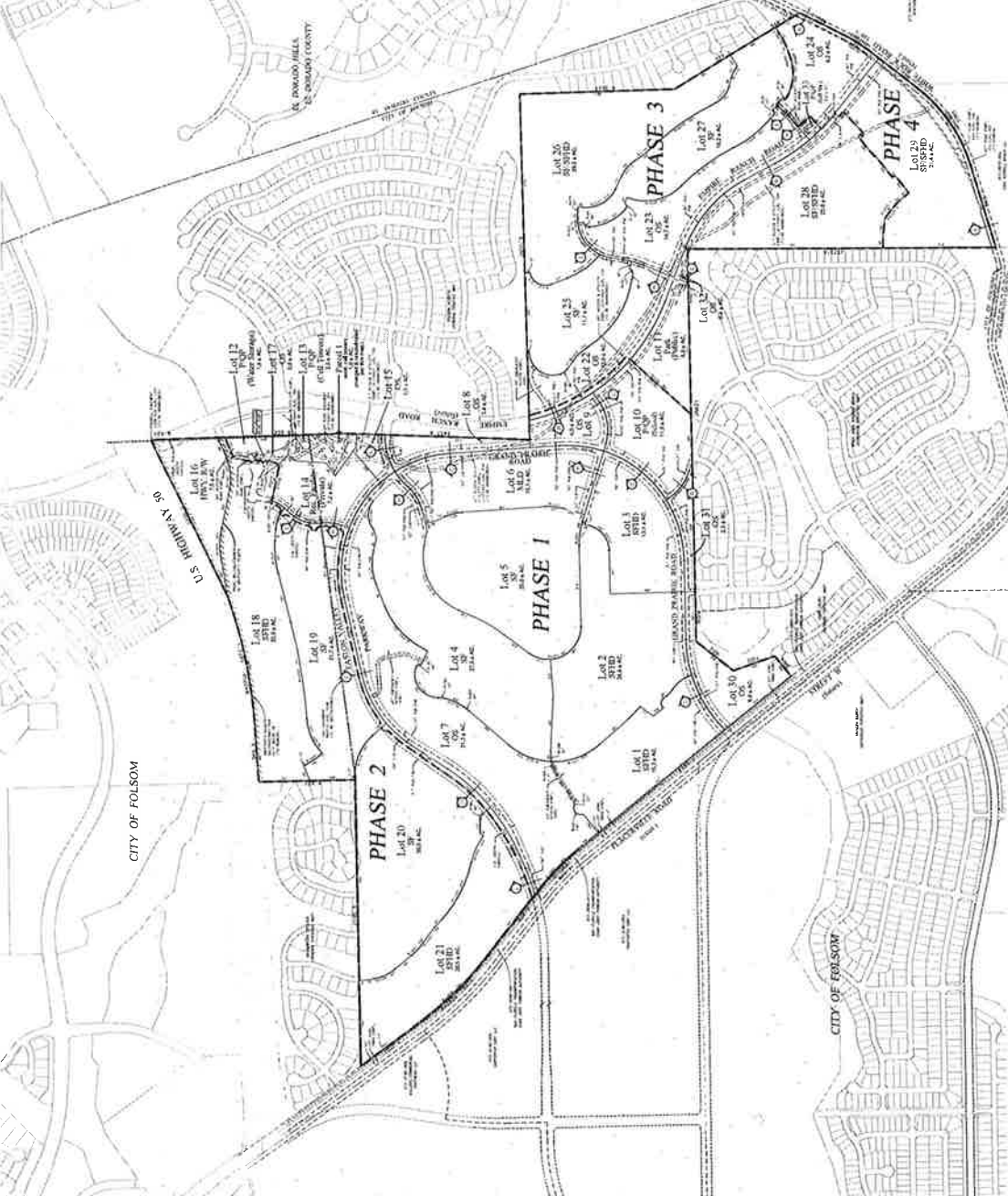
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15. The benchmark is located at the intersection of the centerlines of the street shown and the centerline of the street shown.



PHASED LARGE LOT VESTING TENTATIVE SUBDIVISION MAP

Scale 1" = 300'

Russell Ranch

TNRH Russell Ranch, LLC

Mackay & Samps Civil Engineers, Inc.
 Folsom, California
 April 13, 2015

Sheet 1 of 1

ATTACHMENT NO. 3

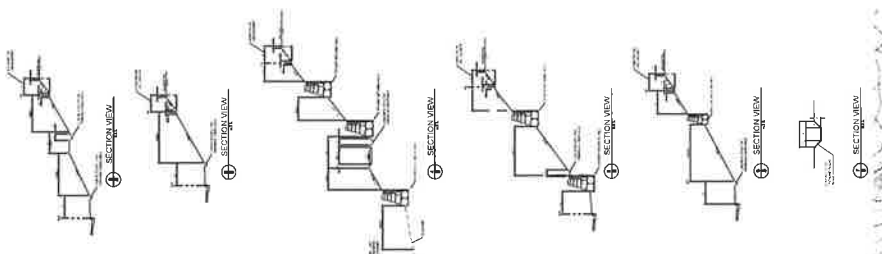
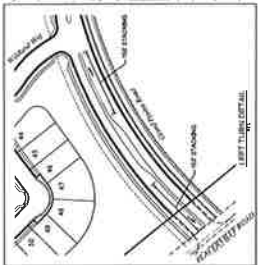
**Phased Small Lot Vesting Tentative Subdivision Map,
dated May 25, 2016**

ATTACHMENT NO. 4

Phase 1 Lotting Plan, dated May 25, 2016

ATTACHMENT NO. 5

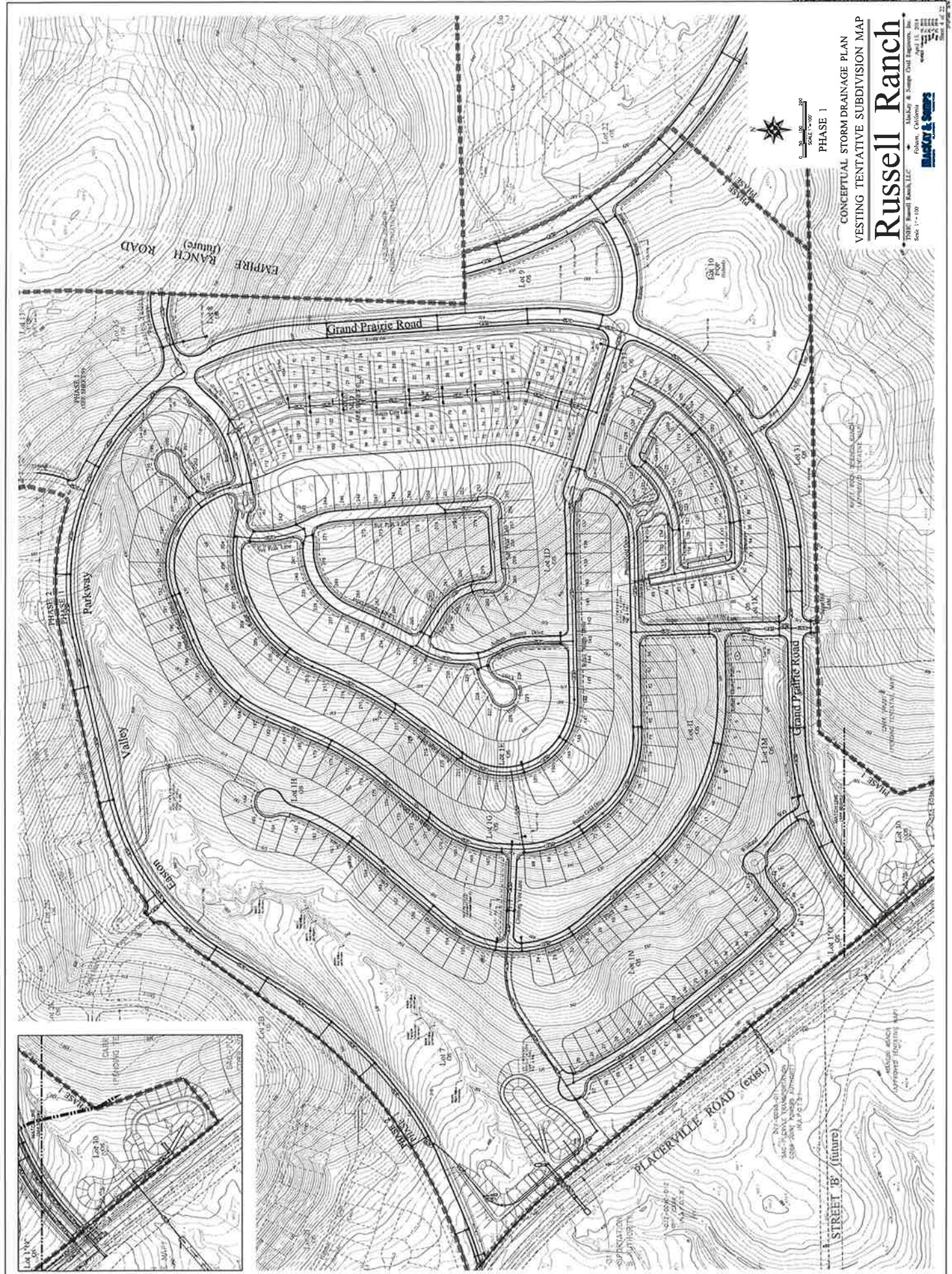
Phase 1 Conceptual Grading Plan, dated May 25, 2016



PHASE I
 CONCEPTUAL GRADING PLAN
 VESTING TENTATIVE SUBDIVISION MAP
Russell Ranch
 TSP, Russell Ranch LLC
 Mark & Tracie Civil Engineers, Inc.
 1000 S. 10th St., Suite 100
 Lincoln, NE 68502
 402.441.1111
 Sheet 1 of 22

ATTACHMENT NO. 6

**Phase 1 Conceptual Storm Drainage Plan dated
May 25, 2016**



CONCEPTUAL STORM DRAINAGE PLAN
 VESTING TENTATIVE SUBDIVISION MAP

Russell Ranch
 TRSIC Russell Ranch, LLC
 Scale: 1" = 100'

Checked by: [Signature]
 Prepared by: [Signature]
 Date: 11/11/10

PHASE 2
 PHASE 1
 PARKWAY

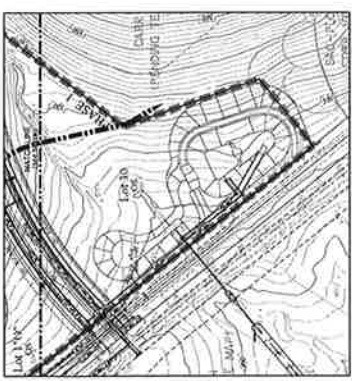
EMPIRE RANCH ROAD (future)

Grand Prairie Road

PHASE 1
 SCALE: 1" = 100'



1" = 100'



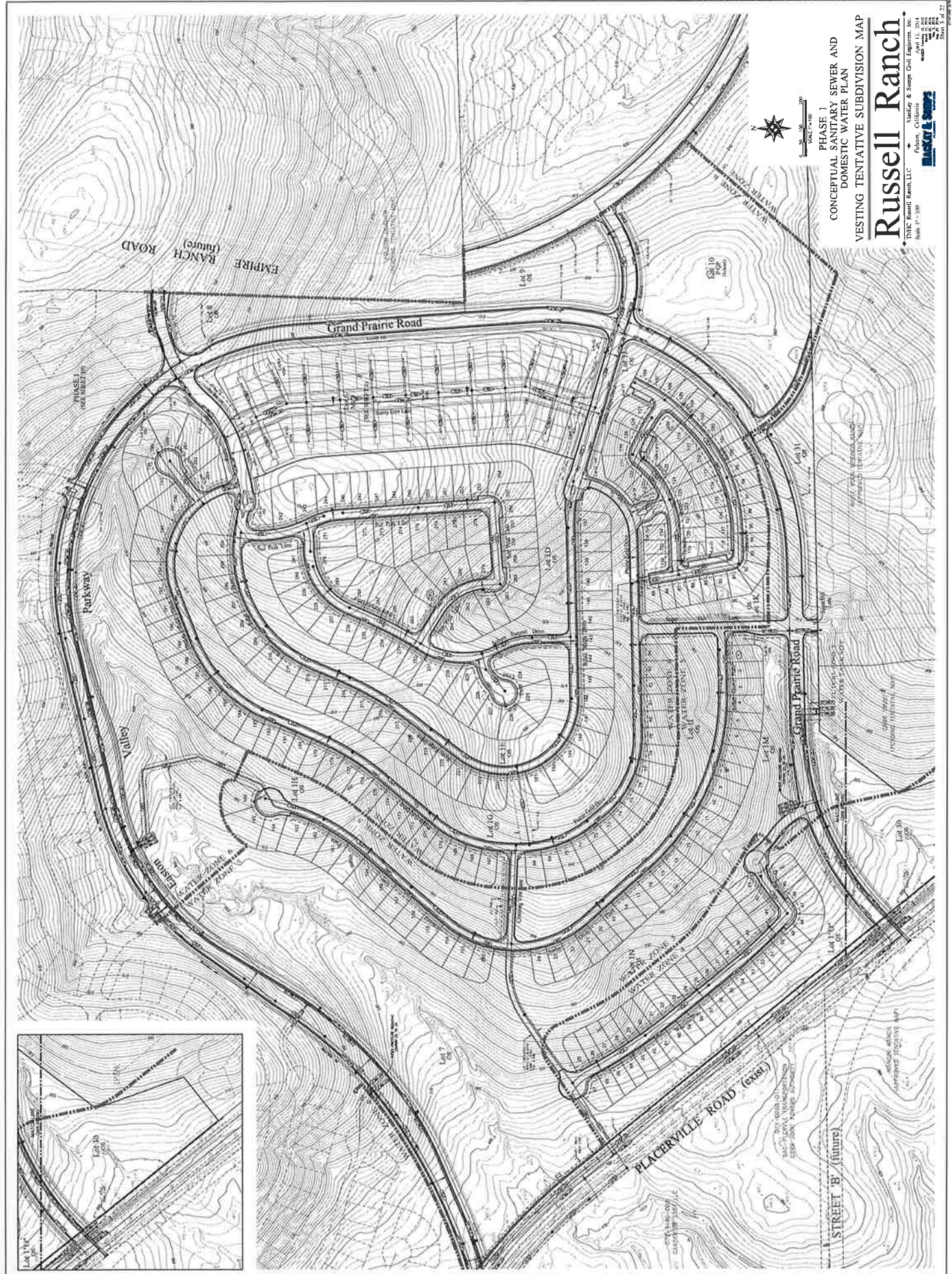
PLACERVILLE ROAD (EXIST)

STREET B (future)

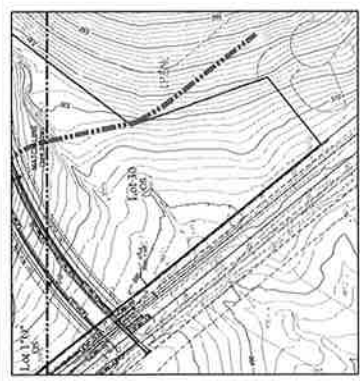
NOT TO SCALE
 SEE PLAN FOR PROPOSED
 STORM DRAINAGE SYSTEM

ATTACHMENT NO. 7

**Phase 1 Conceptual Sanitary Sewer and Domestic
Water Plan dated May 25, 2016**

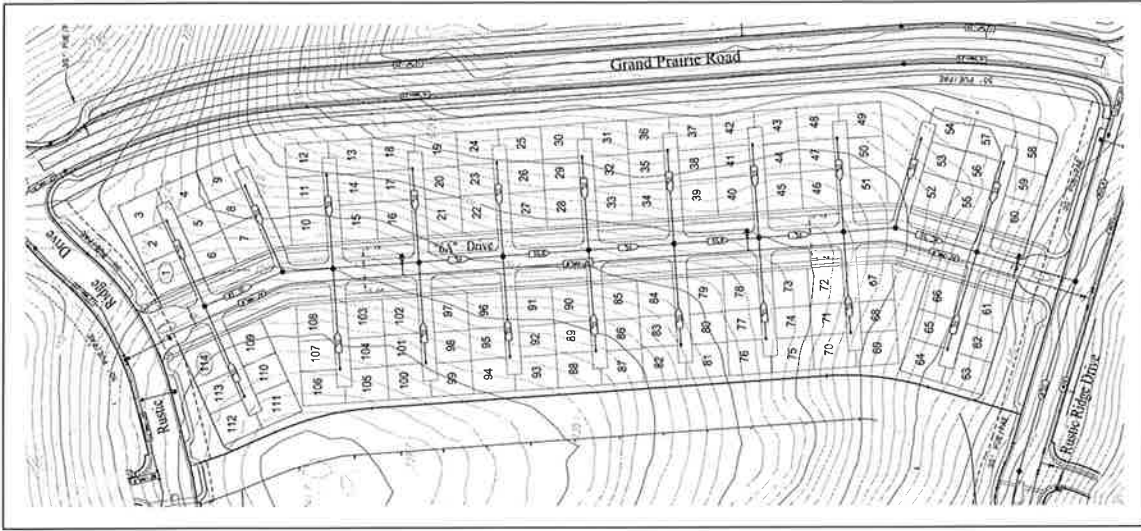


PHASE 1
 CONCEPTUAL SANITARY SEWER AND
 DOMESTIC WATER PLAN
 VESTING TENTATIVE SUBDIVISION MAP
Russell Ranch
 THE Russell Ranch, LLC
 Lucas & Stump Civil Engineers, Inc.
 Lucas, Ohio
 Scale 1" = 100'
 Sheet 3 of 21



ATTACHMENT NO. 8

**Phase 1-MLD Large Lot 6 Vesting Tentative
Subdivision Map dated May 25, 2016**

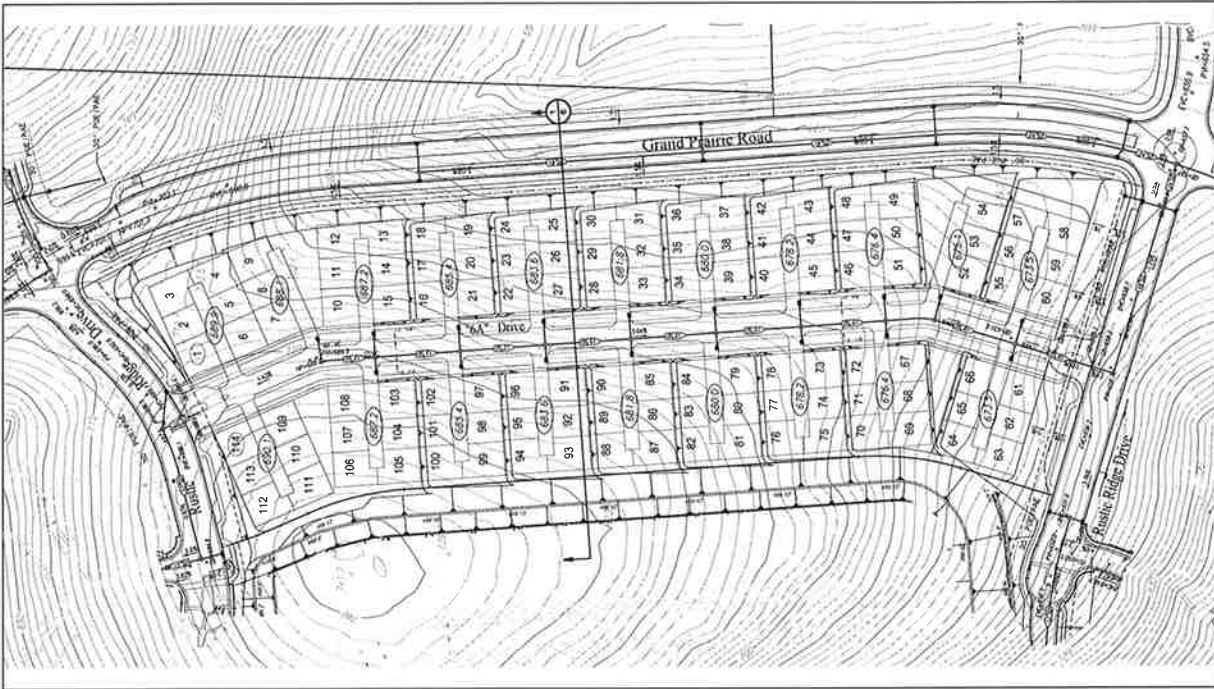


CONCEPTUAL SANITARY SEWER & DOMESTIC WATER PLAN

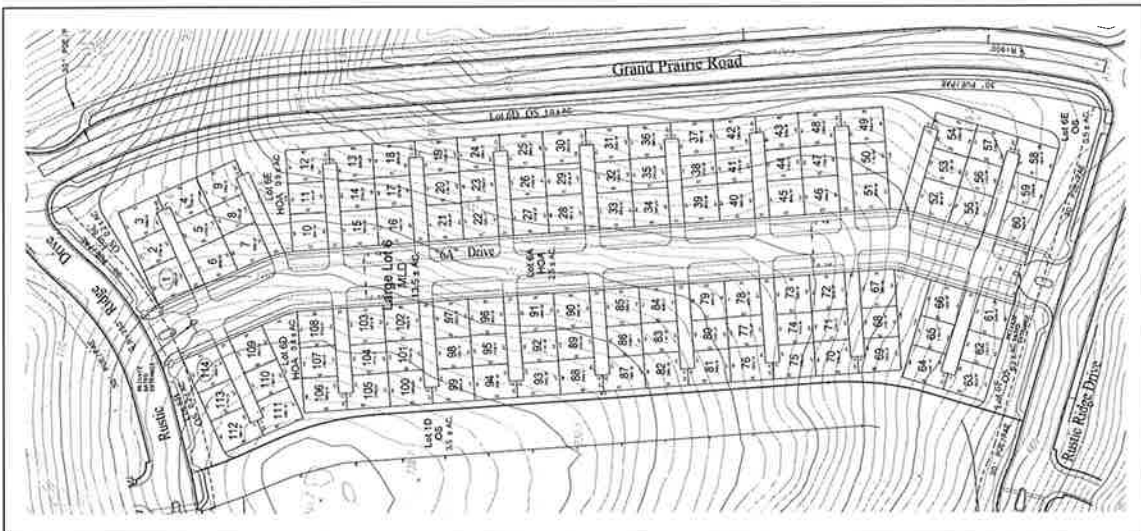


PHASE 1 - MLD LARGE LOT 6
VESTING TENTATIVE SUBDIVISION MAP

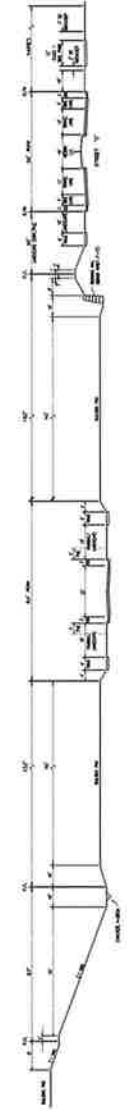
Russell Ranch
THSIC Russell Ranch, LLC
Austley & Somp Civil Engineers, Inc.
10000 Rustic Ridge Drive, Suite 100
Houston, TX 77056
Phone: 281-410-1111
Fax: 281-410-1112
www.austley.com



CONCEPTUAL GRADING & STORM DRAINAGE PLAN



LOTGING PLAN



PRIVATE GATED ENTRANCE DETAIL

MLD LARGE LOT SECTION

ATTACHMENT NO. 9

**Phase 2 and A Portion of Phase 1 Lotting Plan dated
May 25, 2016**

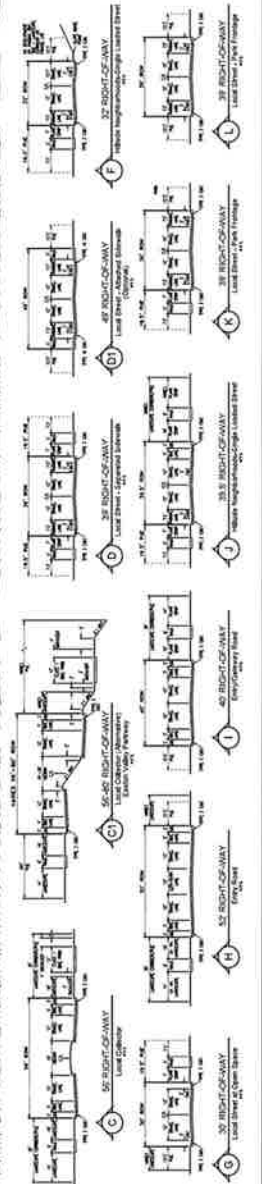
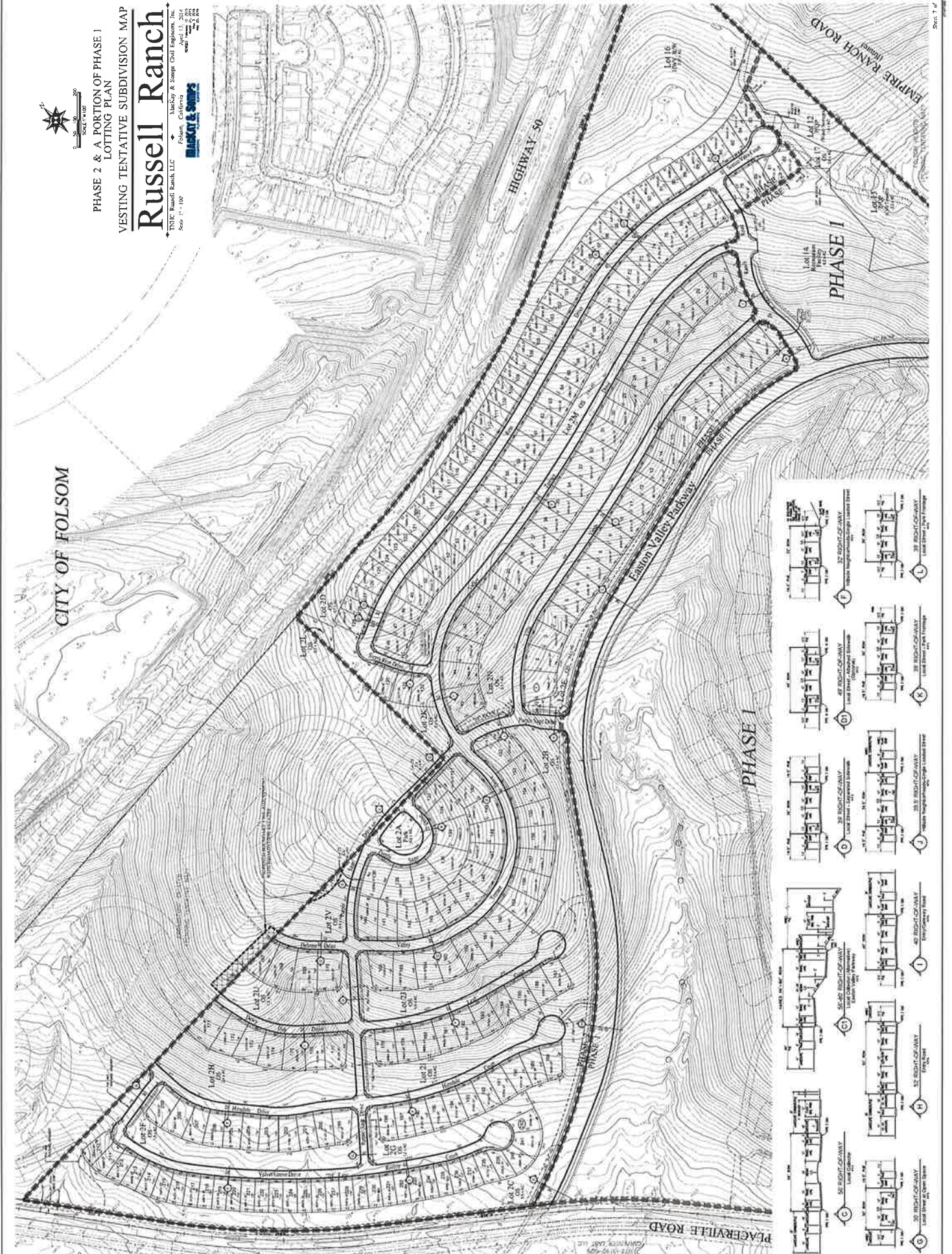


PHASE 2 & A PORTION OF PHASE 1
 LOTTING PLAN
 VESTING TENTATIVE SUBDIVISION MAP

Russell Ranch
 TRK Russell Ranch LLC
 Scale: 1" = 100'

Markay & Stamp Civil Engineers, Inc.
 Folsom, California
 April 15, 2014
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CITY OF FOLSOM



ATTACHMENT NO. 10

**Phase 2 and A Portion of Phase 1 Conceptual Grading
Plan dated May 25, 2016**



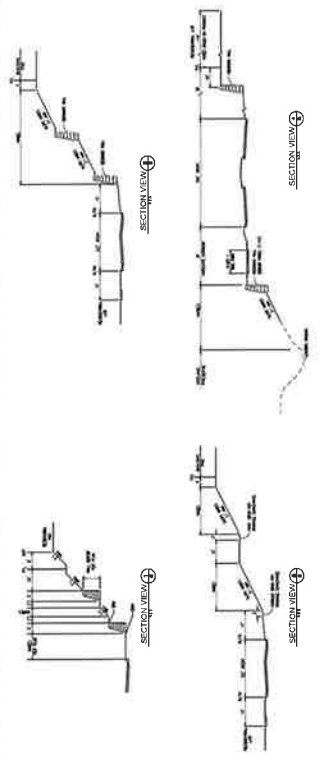
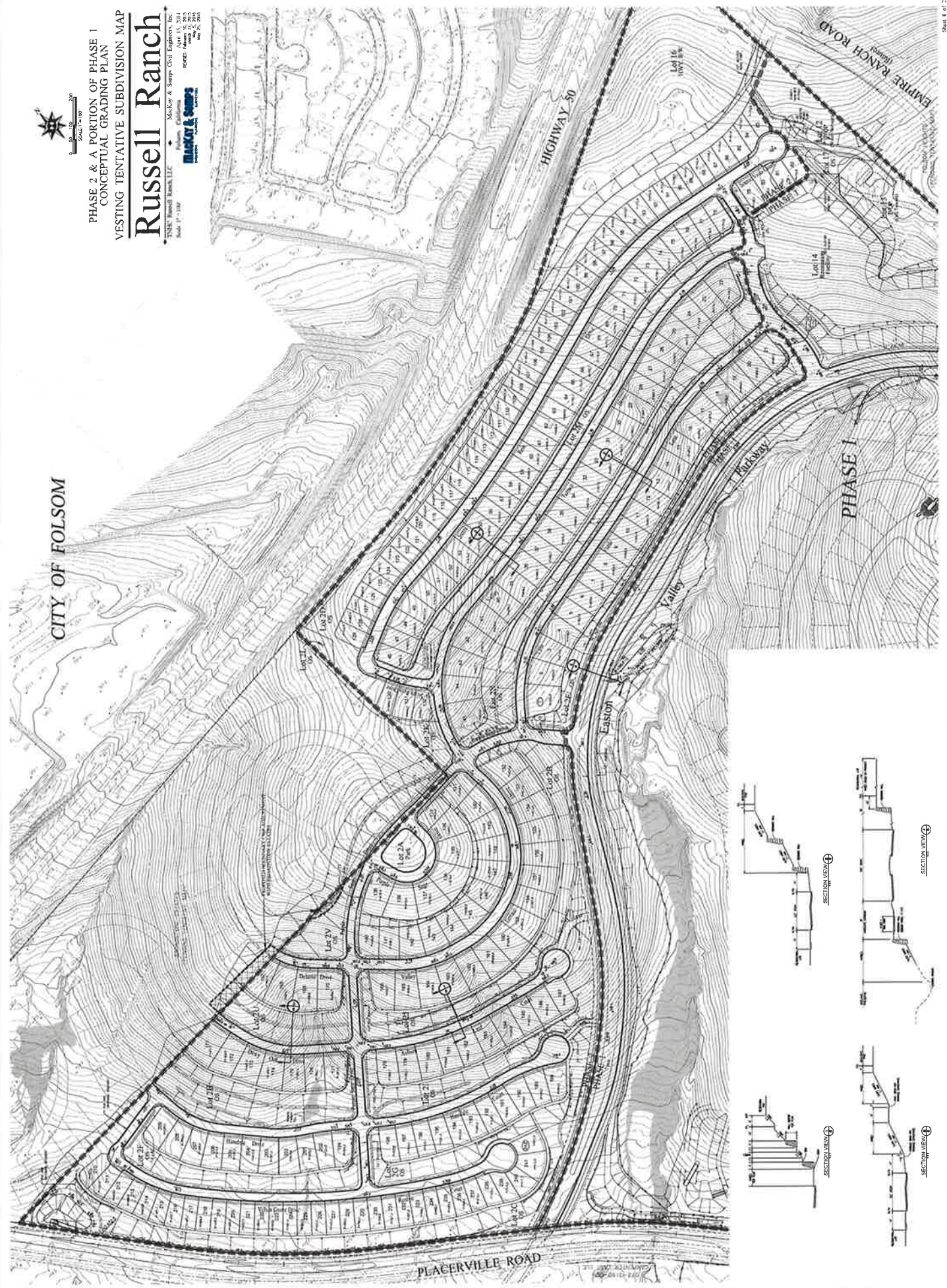
PHASE 2 & A PORTION OF PHASE 1
 CONCEPTUAL GRADING PLAN
 VESTING TENTATIVE SUBDIVISION MAP

Russell Ranch

Prepared by: **Mackay & Co.**
 10000 Mackay Road, Suite 100
 Sacramento, CA 95826
 Phone: (916) 486-1100
 Fax: (916) 486-1101
 Website: www.mackayco.com



CITY OF FOLSOM



ATTACHMENT NO. 11

**Phase 2 and A Portion of Phase 1 Conceptual Storm
Drainage Plan dated May 25, 2016**



PHASE 2 & A PORTION OF PHASE 1
CONCEPTUAL STORM DRAINAGE PLAN
VESTING TENTATIVE SUBDIVISION MAP

Russell Ranch

Markky & Somp Civil Engineers, Inc.
Folsom, California
April 15, 2014
DATE OF PREPARED PLAN
DATE OF RECORDING



ATTACHMENT NO. 12

**Phase 2 and A Portion of Phase 1 Conceptual Sanitary
Sewer and Domestic Water Plan dated May 25, 2016**



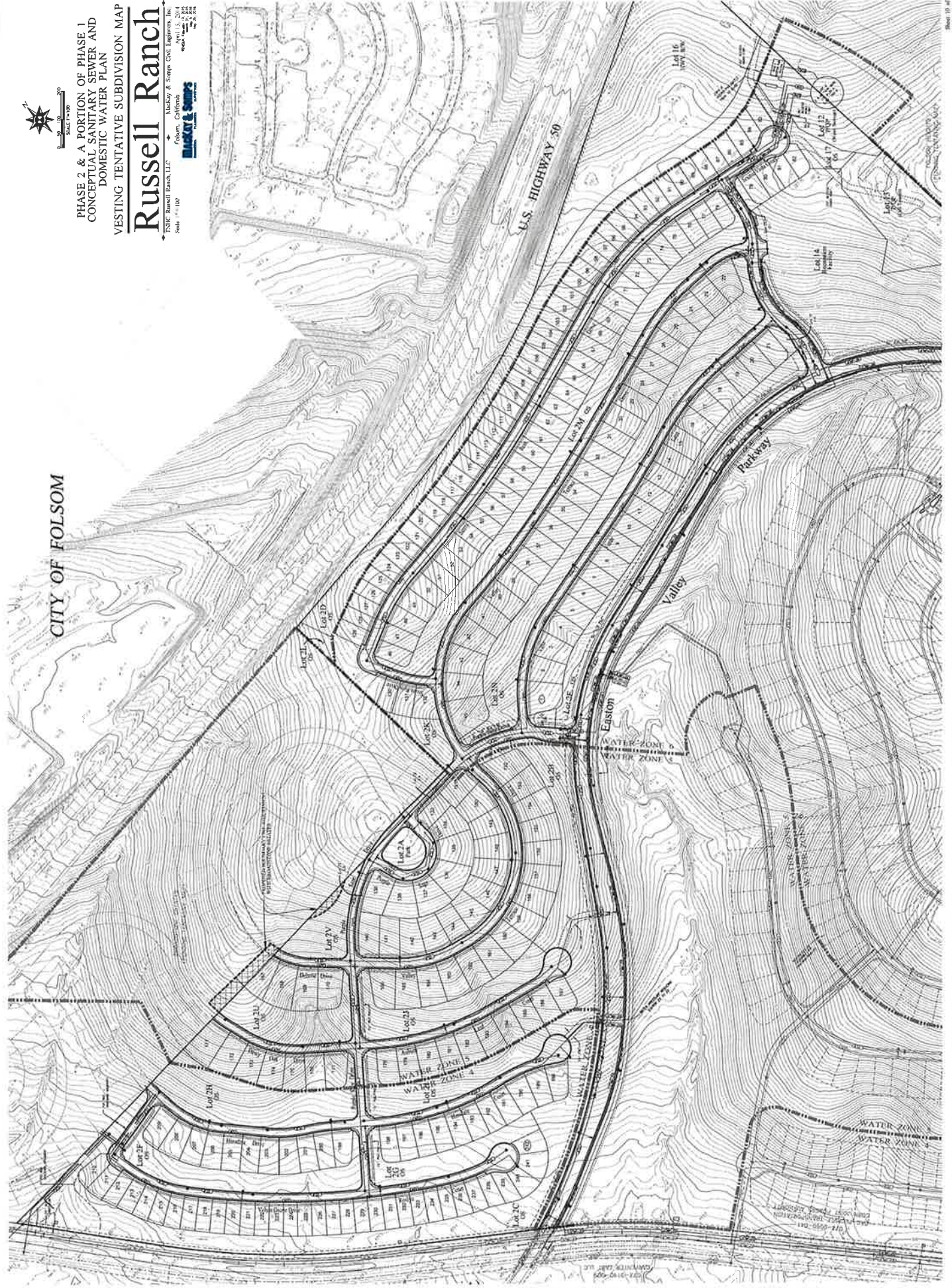
PHASE 2 & A PORTION OF PHASE 1
CONCEPTUAL SANITARY SEWER AND
DOMESTIC WATER PLAN
VESTING TENTATIVE SUBDIVISION MAP

Russell Ranch

ENC Russell Ranch, LLC
Site 19-189
Mackay & Sauer Civil Engineers, Inc.
Folsom, California
April 15, 2014
Scale: 1" = 40'

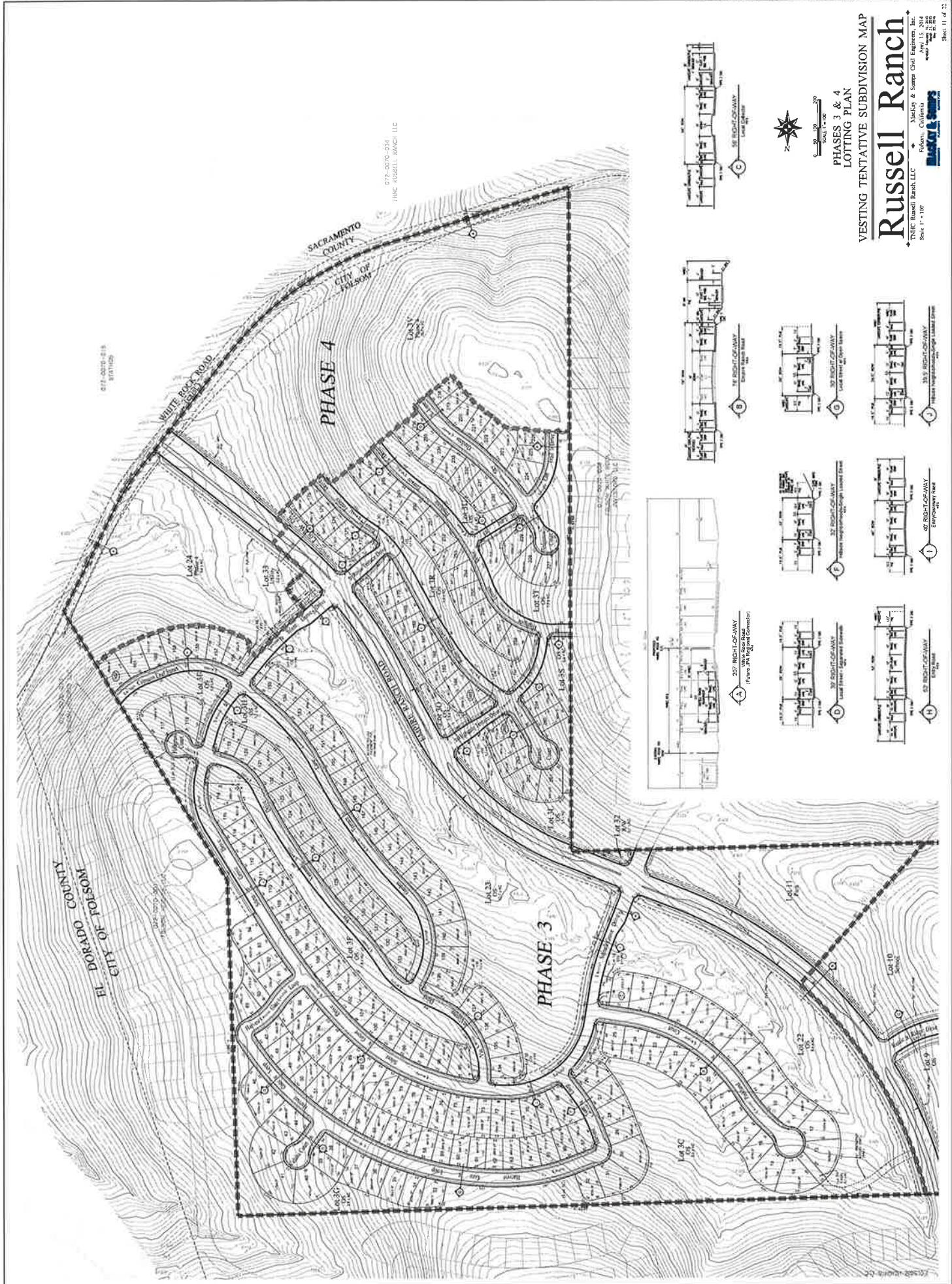


CITY OF FOLSOM



ATTACHMENT NO. 13

Phase 3 Lotting Plan, dated May 25, 2016



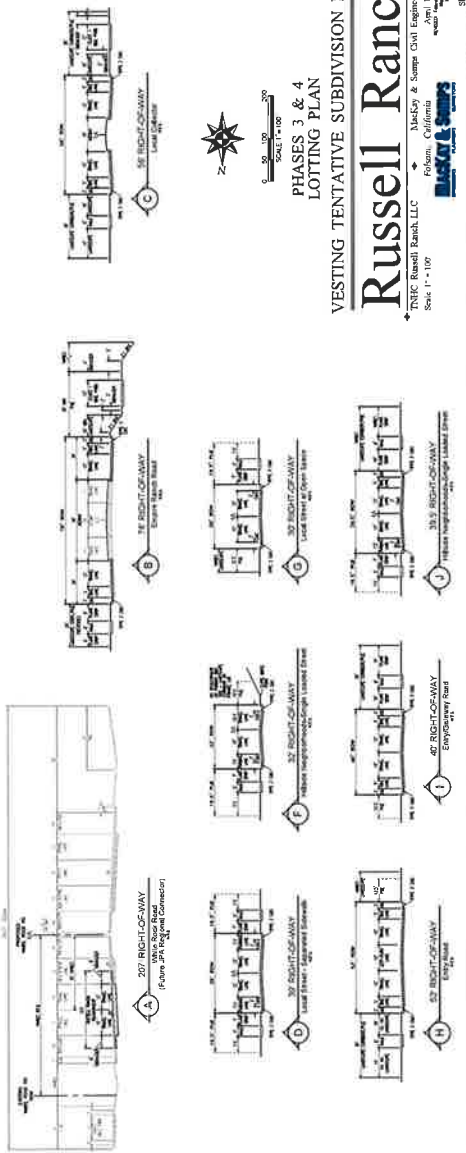
072-0070-218
EASTING

072-0070-034
TRIC RUSSELL RANCH LLC

PHASES 3 & 4
LOTTING PLAN

VESTING TENTATIVE SUBDIVISION MAP
Russell Ranch

TRIC Russell Ranch, LLC
Phase 3 & 4
Scale: 1" = 100'
Markley & Stamp Civil Engineers, Inc.
10000 Camino del Rio East, Suite 200
San Diego, CA 92108
www.markleyandstamp.com
PH 619-594-8888
FAX 619-594-8889



ATTACHMENT NO. 14

Phase 3, Conceptual Grading Plan, dated May 25, 2016

ATTACHMENT NO. 15

**Phase 3 Conceptual Storm Drainage Plan, dated
May 25, 2016**



072-0018-015
SUNNYSIDE

072-0070-034
HMC RUSSELL RANCH LLC

072-0070-039
RUSSELL RANCH LLC



PHASE 3
CONCEPTUAL STORM DRAINAGE PLAN
VESTING TENTATIVE SUBDIVISION MAP

Russell Ranch
 TRIC Russell Ranch, LLC
 100% 11-1-07

Waskay & Sump, Civil Engineers, Inc.
 100% 11-1-07
 100% 11-1-07

ATTACHMENT NO. 16

**Phase 3 Conceptual Sanitary Sewer and Domestic Water
Plan dated May 25, 2016**

072-0070-018
STATICS

072-0070-034
PINC RUSSELL RANCH, LLC

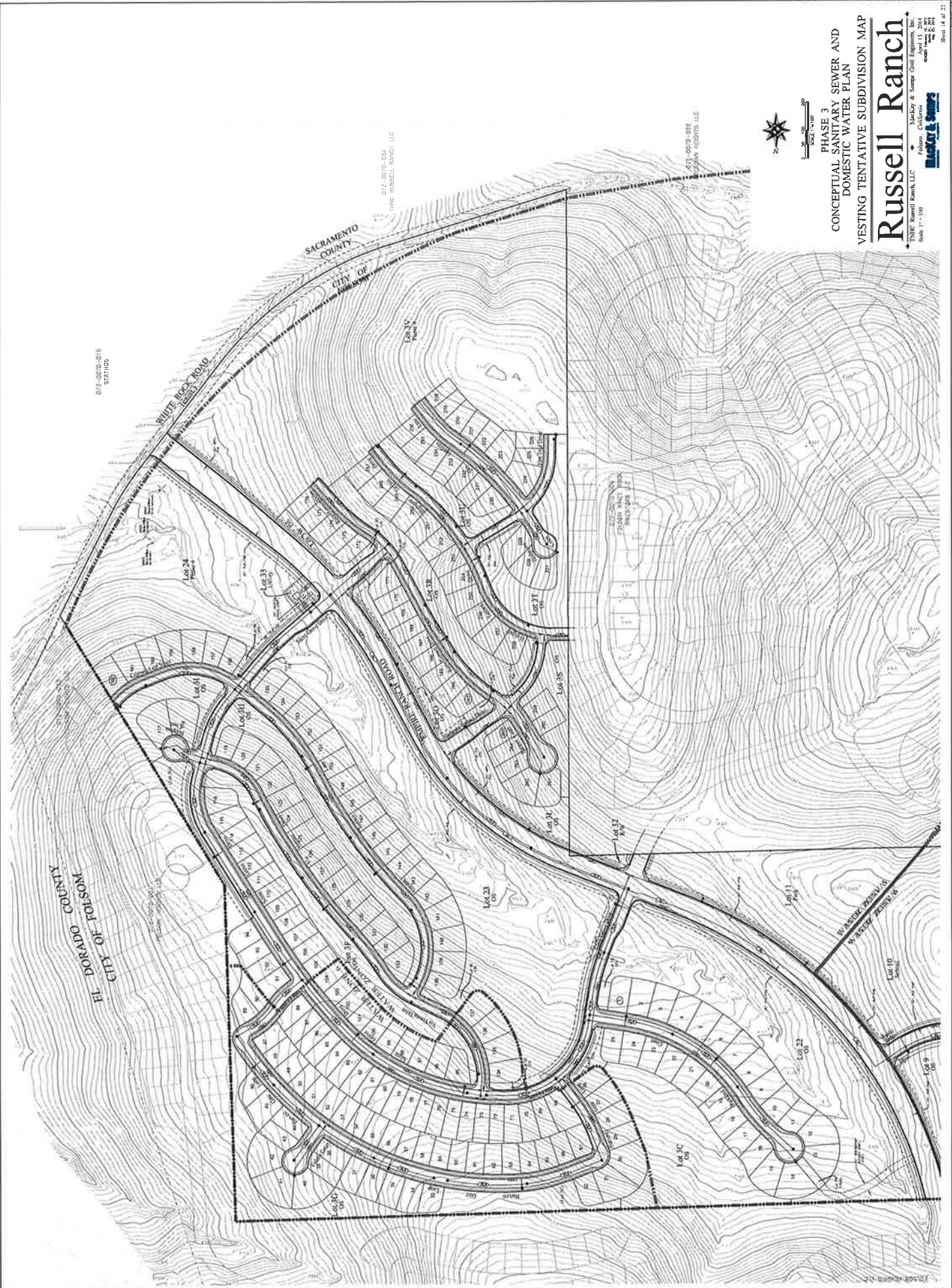
072-0070-028
CIVIL ENGINEERING, LLC



PHASE 3
CONCEPTUAL SANITARY SEWER AND
DOMESTIC WATER PLAN
VESTING TENTATIVE SUBDIVISION MAP

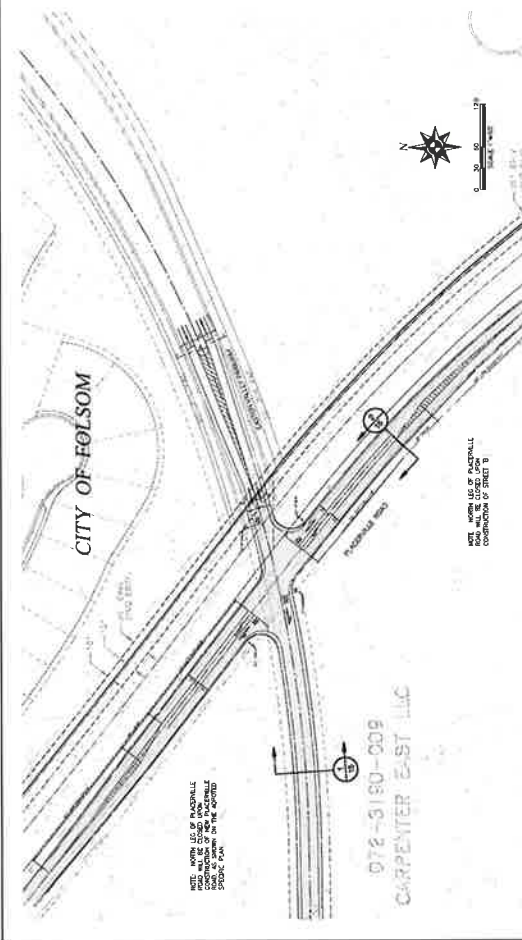
Russell Ranch
PINC Russell Ranch, LLC
13450 E. Sycamore Blvd., Suite 100
Palo Alto, CA 94304
Tel: 650.952.1100
Fax: 650.952.1101
www.russellranch.com

Sheet 14 of 22

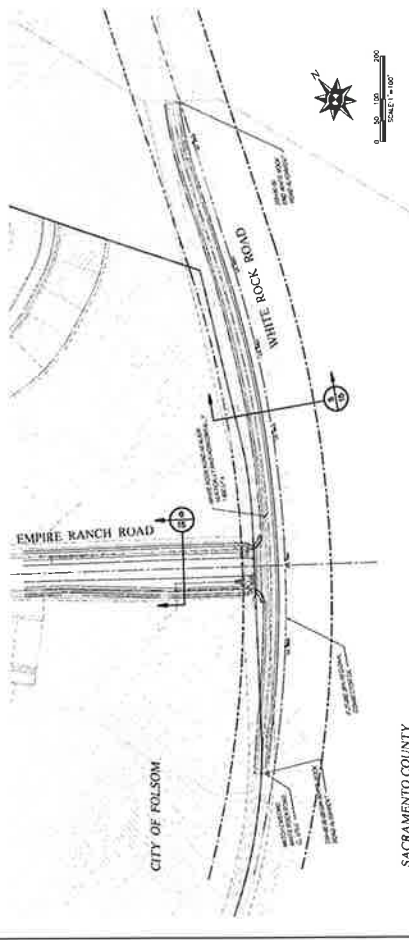
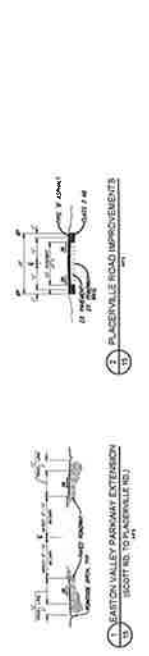


ATTACHMENT NO. 17

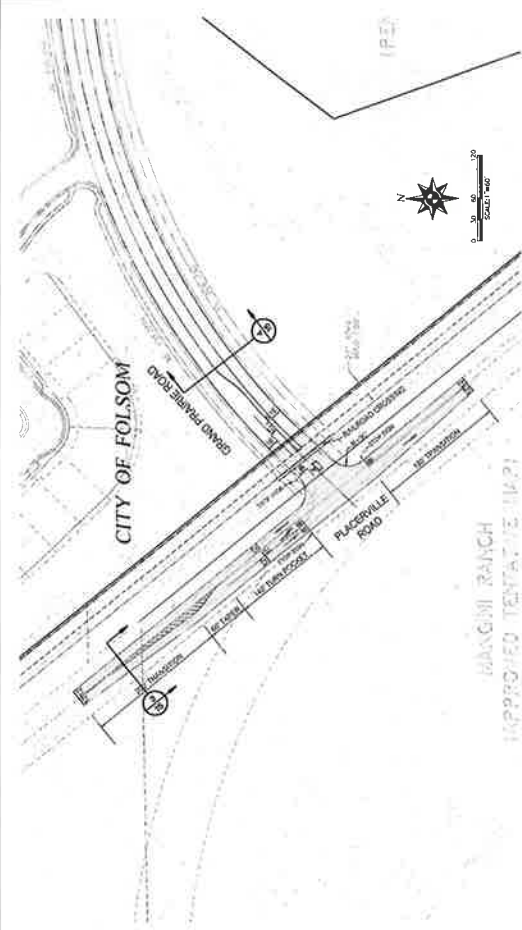
**Phased Small Lot Detail Sheet, Backbone Infrastructure
Exhibits and Off-site Utility Exhibits**



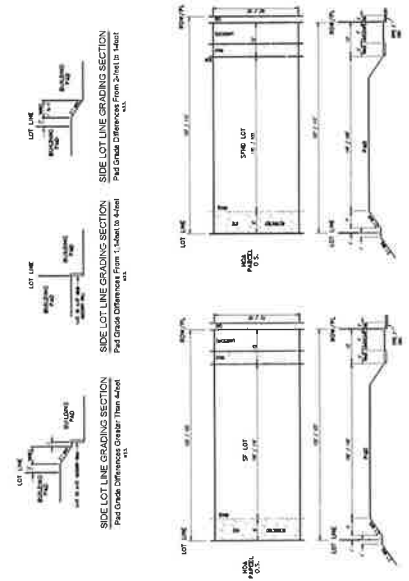
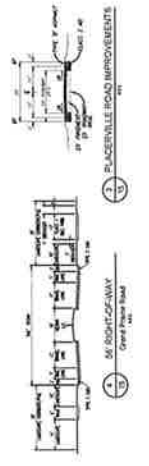
PROPOSED EASTON VALLEY PARKWAY / PLACERVILLE ROAD INTERSECTION DESIGN
Scale: 1" = 60'



PROPOSED EMPIRE RANCH ROAD / WHITE ROCK ROAD INTERSECTION DESIGN
Scale: 1" = 100'



PROPOSED GRAND PRAIRIE ROAD / PLACERVILLE ROAD INTERSECTION DESIGN
Scale: 1" = 60'



DETAIL SHEET
PHASED SMALL LOT
VESTING TENTATIVE SUBDIVISION MAP

Russell Ranch
TNEC Russell Ranch, LLC
Mackay & Somp's Civil Engineers, Inc.
Folsom, California
Scale: AS NOTED
REVISED: 11/15/2014
REVISED: 08/28/2013
REVISED: 08/28/2013
MACKAY & SOMPS
PLANNERS
ENGINEERS

BENCHMARK
 City of Folsom, Sacramento, CA
 1700 Folsom Blvd., Suite 100, Folsom, CA 95630
 916.451.1000

LEGEND

Proposed Sanitary Sewer	Proposed Storm Drain
Proposed Water	Existing Water



ALTERNATIVE STREET NAMES

1. Main	2. North Side
3. Phase 1	4. Phase 2
5. Phase 3	6. Phase 4

PHASE 1
 BACKBONE MAJOR INFRASTRUCTURE
 VESTING TENTATIVE SUBDIVISION MAP

Russell Ranch

TNIC Russell Ranch, LLC
 15000 E. Highway 99, Suite 100, Folsom, CA 95630
 916.451.1000

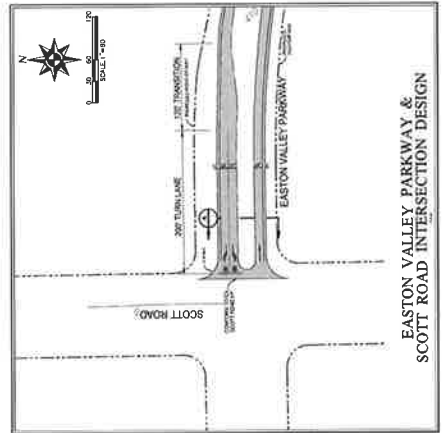
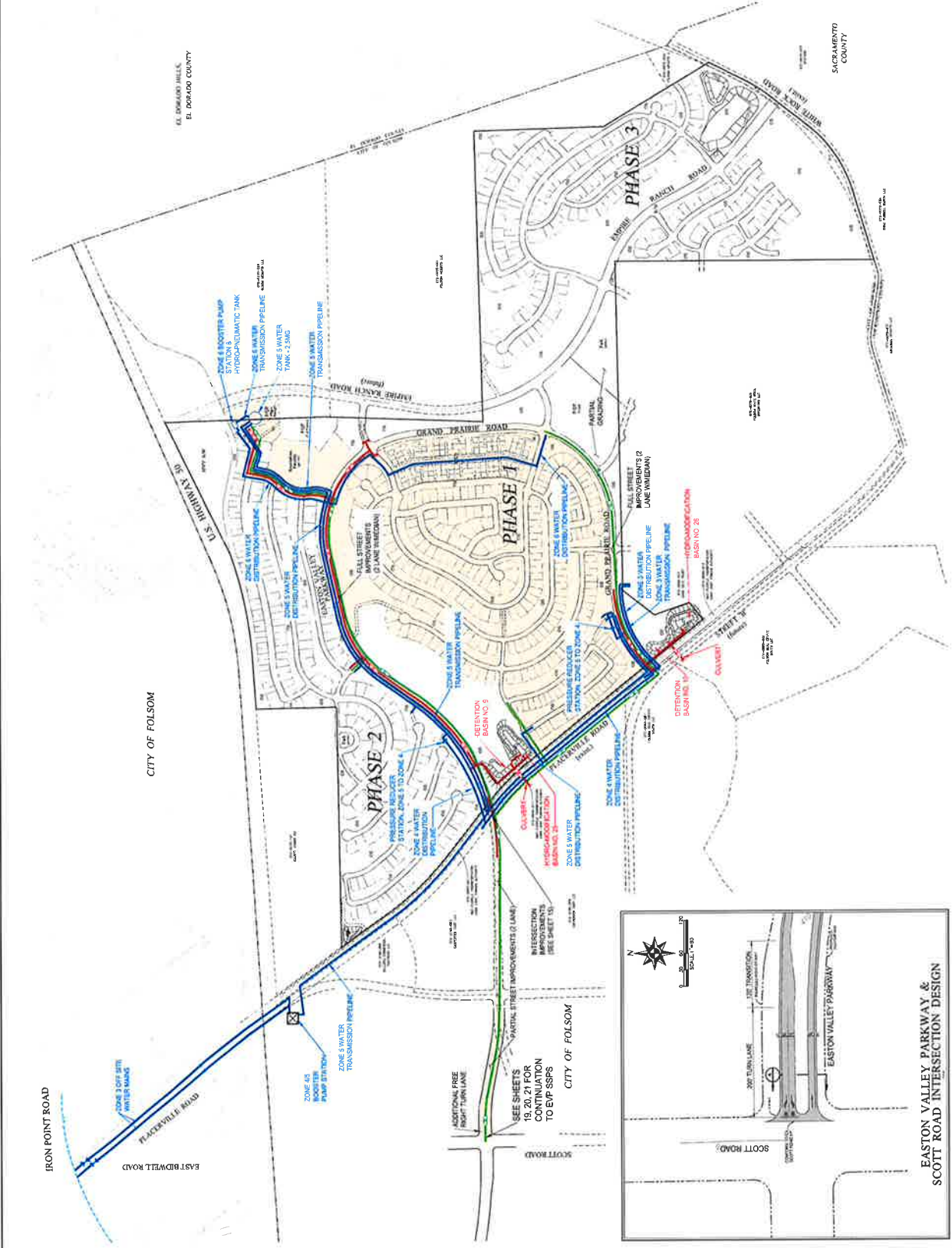
Scale: 1" = 300'

Sheet 16 of 22



LEGEND

Proposed Sanitary Sewer Pipeline
Proposed Storm Drain Pipeline
Proposed Water Pipeline
Existing Water Pipeline



CITY OF FOLSOM

CITY OF FOLSOM

SACRAMENTO COUNTY

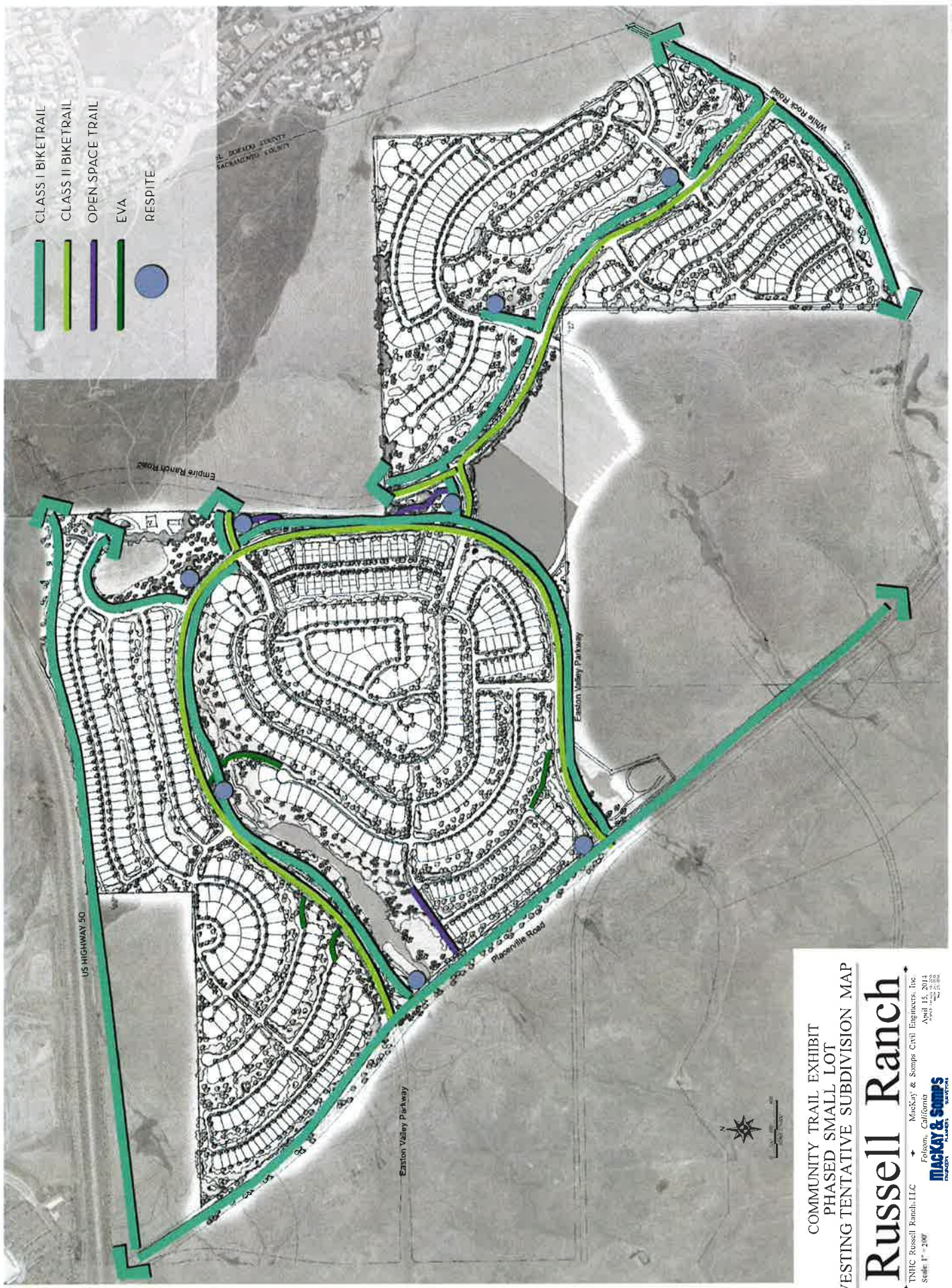
SEE SHEETS 15, 16, 17, 18, 19, 20, 21, 22 FOR CONTINUATION TO EIP SSSS

EASTON VALLEY PARKWAY & SCOTT ROAD INTERSECTION DESIGN

ATTACHMENT NO. 18

Community Trail Exhibit

- CLASS I BIKE TRAIL
- CLASS II BIKE TRAIL
- OPEN SPACE TRAIL
- EVA
- RESPITE



COMMUNITY TRAIL EXHIBIT
 PHASED SMALL LOT
 VESTING TENTATIVE SUBDIVISION MAP

Russell Ranch

TNMC Russell Ranch, LLC
 Mackay & Sumps Civil Engineers, Inc.
 Folsom, California
 April 15, 2014
 Scale: 1" = 200'



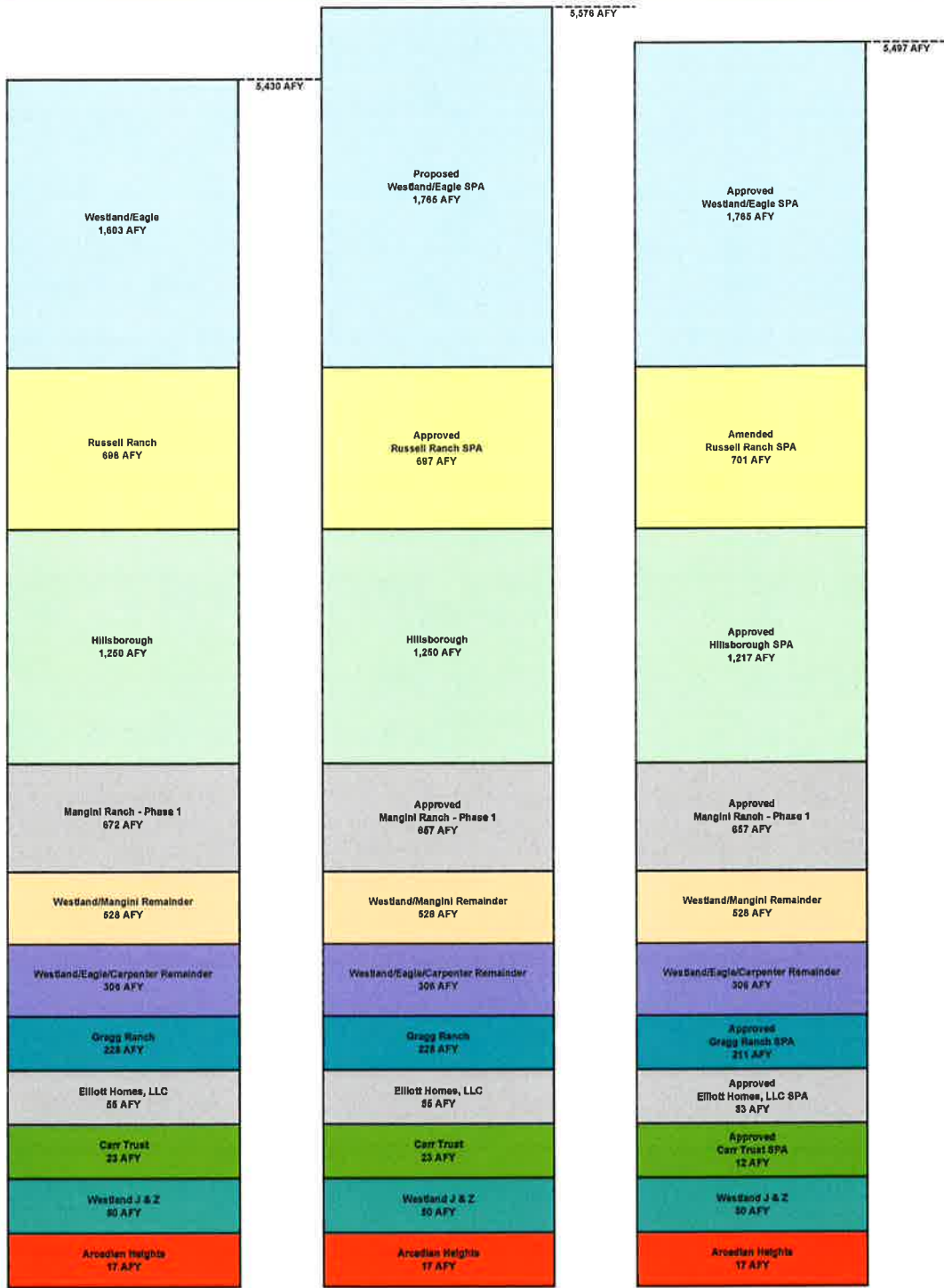
ATTACHMENT NO. 19

**Water Supply Table and Potable Water Demand
Comparison**

Folsom Plan Area
Proposed Specific Plan Amendment
Potable Water Demand Chart

7819 SPA
Date: June 2, 2015
Revised: July 30, 2015
Revised: April 15, 2016

Water Supply Agreement - 5,600 AFY



Folsom Plan Area
Adopted Land Uses

Folsom Plan Area
Adopted Land Uses with
Approved Russell Ranch SPA,
Approved Mangini Phase 1 Tentative Map
Proposed Westland/Eagle SPA

Folsom Plan Area
Adopted Land Uses
Amended Russell Ranch SPA
Approved Mangini Ranch Ph. 1 Tentative Map
Approved Westland/Eagle SPA
Approved Gragg Ranch SPA
Approved Elliott Homes SPA
Approved Carr Trust SPA

**Folsom Plan Area
Russell Ranch Specific Plan Amendment
Potable Water Demand Comparison**

Date: June 24, 2015
Revised: May 27, 2016

Russell Ranch Potable Water Demands - Approved Specific Plan Land Uses						
Land Use Summary						
Land Use	Gross Area (Acres)	Number of Allocated Dwelling Units	Normal Indoor Demand Factor (ac-ft/yr)	Normal Outdoor Demand Factor (ac-ft/yr)	Total Normal Demand (ac-ft/yr)	Total Dry Year Demand (ac-ft/yr)
Residential						
Single Family (SF)	189.8	574	0.2100	0.3800	376	388
Multi-Family Low Density (MLD) ³	15.2	163	0.1400	0.0900	42	42
Multi-Family Medium Density (MMD)	21.8	406	0.1400	0.0500	86	87
Residential Total	226.8	1,143			504	518
Commercial						
General Commercial (GC)	59.5		0.42	1.12	102	106
Commercial Total	59.5				102	106
Non-Residential						
Park (P)	6.5		0.01	3.55	26	27
Public-Quasi-Public-Elementary School (PQP-ES)	10.0		0.71	1.87	29	30
Public-Quasi-Public-Water Tank (PQP-WTR)	1.8		0.01	-	0	0
Open Space (OS)	91.4		0.00	-	0	0
Major Road Right-of-Way (ROW)	14.3		0.00	0.37	6	6
Non-Residential Total	124.0				60	63
Subtotal	410.3				666	686
Additional Non-Residential						
Landscape Corridor (OS-LC)	2.2		0.00	1.95	5	5
Open Space - Landscape Corridor (OS-LC)	7.4		0.00	1.46	12	13
Non-Residential Total	9.6				17	18
Project Total	419.9	1,143			683	704

Russell Ranch Potable Water Demands - Specific Plan Amendment Land Uses						
Land Use Summary						
Land Use	Gross Area (Acres)	Number of Allocated Dwelling Units	Normal Indoor Demand Factor (ac-ft/yr)	Normal Outdoor Demand Factor (ac-ft/yr)	Total Normal Demand (ac-ft/yr)	Total Dry Year Demand (ac-ft/yr)
Residential						
Single Family (SF)	83.1	311	0.2061	0.2400	154	158
Single Family High Density (SFHD)	75.2	478	0.2061	0.1550	192	196
Multi-Family Low Density (MLD)	12.6	114	0.1369	0.0925	29	30
Residential Total	170.9	903			375	384
Non-Residential						
Private Park (P)	7.1	0	0.01	3.55	28	29
Neighborhood Park (P)	5.2	0	0.01	3.55	21	22
Public-Quasi-Public-Elementary School (PQP-ES)	9.7	0	0.71	1.87	28	29
Public-Quasi-Public-Sanitary Sewer Pump Station (PQP-SSPS)	0.1	0	0.00	-	0	0
Open Space (OS)	52.1	0	0.00	-	0	0
Open Space - Residential Slopes(OS-RS)	47.0	0	0.00	1.95	102	107
Highway 50 Interchange (ROW-HWY 50)	7.6	0	0.00	-	0	0
Major Road Right-of-Way (ROW)	24.9	0	0.00	0.37	10	11
Minor Road Right-of-Way (ROW)	22.1	0	0.00	-	0	0
Non-Residential Total	175.8				189	198
Subtotal	346.7	903			564	581
Additional Non-Residential						
Public-Quasi-Public-Potable Water Tank Site (PQP-WTR)	0.7	0	0.00	-	0	0
Public-Quasi-Public-Cell Tower Site (PQP-Cell)	2.6	0	0.00	-	0	0
Open Space - Community Perimeter (OS-CP)	7.3	0	0.00	1.46	12	12
Open Space - Preserve Transition (OS-PT)	30.4	0	0.00	0.98	33	35
Open Space - Community Slopes (OS-CS)	32.2	0	0.00	1.93	69	73
Additional Non-Residential Total	73.2	0			114	120
Project Total	419.9	903			678	701

Notes:

- 1.) Total water demands have been increased 11.11% pursuant to footnote 56 on page 30 of the Folsom Plan Area Water Supply Assessment prepared by Tully and Young.
- 2.) Outdoor water demands have been increased by 5% in dry years pursuant to the Water Supply Assessment prepared by Tully and Young.
- 3.) Multi-Family Low Density Dwelling Units includes 24 MLD Dwelling Units transferred with the Carr Trust Boundary Line Adjustment.