

Folsom City Council Staff Report

MEETING DATE:	4/14/2020
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10404 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Enclave at Folsom Ranch Subdivision, and Approval of the Final Map for the Enclave at Folsom Ranch Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

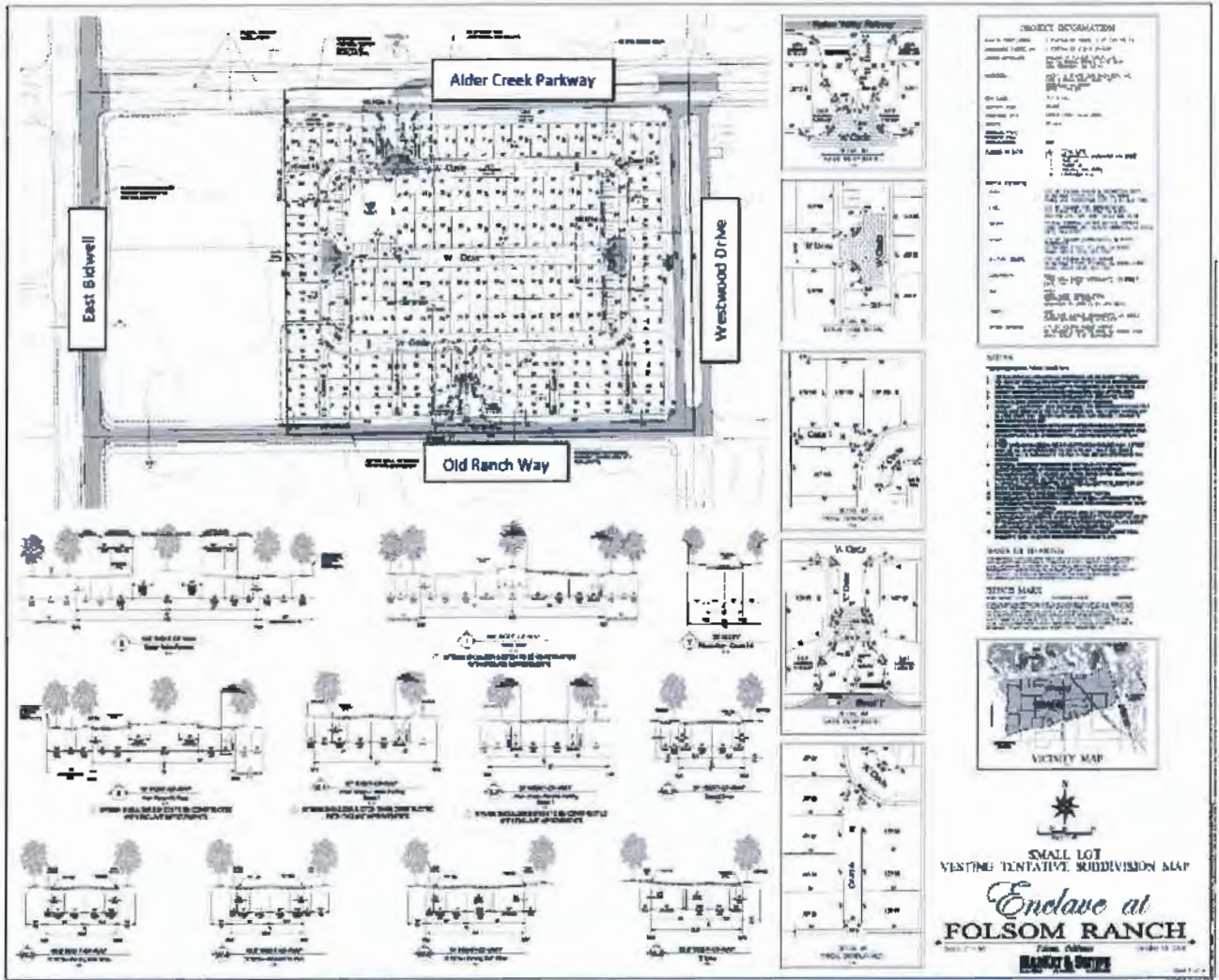
Staff recommends that the City Council move to adopt:

Resolution No. 10404 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Enclave at Folsom Ranch Subdivision, and Approval of the Final Map for the Enclave at Folsom Ranch Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Enclave at Folsom Ranch subdivision was originally approved by the City Council on November 8, 2016. On June 13, 2017, the City Council approved a two-year extension for the VTSM extending the VTSM to November 8, 2020.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Enclave at Folsom Ranch subdivision. The Final Map for the Enclave at Folsom Ranch Phase subdivision will create a total of 111 multi-family low density (MLD) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Enclave at Folsom Ranch subdivision is located on the south side of Alder Creek Parkway east of East Bidwell Street and north of the future Mangini Ranch Phase 2 subdivision in the Folsom Plan Area (FPA) (see Page 2).

POLICY / RULE

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

ANALYSIS

The Final Map and conditions of approval for the Enclave at Folsom Ranch subdivision have been reviewed by the Community Development Department and other City departments. The

Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Enclave at Folsom Ranch Vesting Tentative Subdivision Map. The tables include information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied. This subdivision is consistent with the Folsom Plan Area Specific Plan (FPASP) in regards to zoning and unit count.

ENVIRONMENTAL REVIEW

The City, as lead agency, determined that the Enclave at Folsom Ranch development proposal is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment. As a project that is consistent with existing plans and zoning and which would not result in any new or more severe environmental effects that are peculiar to the project or the parcels or which were not previously analyzed as significant effects in the FPASP EIR/EIS and/or the Addendum for the Westland Eagle Specific Plan Amendment, the Enclave at Folsom Ranch development is eligible for the exemption from review under the California Environmental Quality Act (CEQA) provided by Government Code section 65457 and CEQA Guidelines sections 15182. No further environmental review is required for this Final Map.

ATTACHMENTS

1. Resolution No. 10404 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Enclave at Folsom Ranch Subdivision, and Approval of the Final Map for the Enclave at Folsom Ranch Subdivision
2. Enclave at Folsom Ranch Subdivision Improvement Agreement
3. Enclave at Folsom Ranch Final Map
4. Enclave at Folsom Ranch Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Enclave at Folsom Ranch Vesting Tentative Subdivision Map

Submitted,



PAM JOHNS

Community Development Director

ATTACHMENT 1
RESOLUTION

RESOLUTION NO. 10404

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

WHEREAS, the Final Map for the Enclave at Folsom Ranch subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and

WHEREAS, the City Council has reviewed the Final Map for the Enclave at Folsom Ranch subdivision; and

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

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Enclave at Folsom Ranch subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with KB Home Sacramento, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Enclave at Folsom Ranch subdivision.

PASSED AND ADOPTED this 14th day of April 2020, by the following roll-call vote:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2
SUBDIVISION IMPROVEMENT AGREEMENT

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2020, by and between the City of Folsom, hereinafter referred to as "City", and KB Home Sacramento, Inc., a California Corporation hereinafter referred to as "Subdivider".

RECITALS

- A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.
- B. The proposed subdivision of land is commonly known and described as **Enclave at Folsom Ranch** and is herein referred to as the "subdivision". Subdivision further described at **Enclave at Folsom Ranch** Final Map recorded in Book ___ of Maps at Page ___ in the official records of Sacramento County.
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **TWO MILLION THREE HUNDRED SEVENTY FOUR THOUSAND THREE HUNDRED SEVENTY FOUR AND 03/100 DOLLARS (\$2,374,374.03)**.
2. Work: Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work: Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
 - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
 - a. Improvement security in the sum **TWO MILLION THREE HUNDRED SEVENTY FOUR THOUSAND THREE HUNDRED SEVENTY FOUR AND 03/100 DOLLARS (\$2,374,374.03)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **TWO MILLION THREE HUNDRED SEVENTY FOUR THOUSAND THREE HUNDRED SEVENTY FOUR AND 03/100 DOLLARS (\$2,374,374.03)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.
 - c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS (\$3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.
 - d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.
6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.
7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be

rendered against the City in any such actions, suits or legal proceedings, or result thereof.

8. Insurance. Subdivider and any contractors hired by Subdivider to perform any of the Required Improvements shall, at their expense, maintain in effect for the duration of this Agreement or until the required improvements are accepted by the City, whichever first occurs, not less than the following coverage and limits of insurance, which shall be maintained with insurers and under forms of policy satisfactory to the City. The maintenance by Subdivider and its contractors of the following coverage and limits of insurance is a material element of this Agreement. The failure of Subdivider or any of its contractors to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of this Agreement.
 - a. Minimum Limits of Insurance. Subdivider shall maintain limits not less than:
 1. Comprehensive General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.
 2. Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury, personal injury and property damage.
 3. Worker's Compensation and Employers Liability: Worker's Compensation limits as required by the Labor Code of the State of California and Employers Liability limits of \$1,000,000 per accident.
 - b. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions shall be declared to and approved by the City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects to a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.
 - c. Other Insurance Provisions. The policies are to contain, or be endorsed to contain, the following provisions:
 1. General Liability and Automobile Liability Coverages
 - A. The City, its officers, officials, employees and volunteers are to be covered as insureds as respects: liability arising out of activities performed by or on behalf of the Subdivider; products and completed operations of the Subdivider; premises owned, leased or used by the Subdivider; or automobiles owned, leased, hired or borrowed by the Subdivider. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

- B. The Subdivider's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance of self-insurance maintained by the City, its officials, employees or volunteers shall be excess of the Subdivider's insurance and shall not contribute with it.
 - C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
 - D. The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
2. **Worker's Compensation and Employers Liability Coverage.** The insurer shall agree to waive all rights or subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by Subdivider for the City.
 3. **All Coverages.** Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided or cancelled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.
- d. Acceptability of Insurers. Insurance is to be placed with insurers with a Best's rating of not less than A: VII.
 - e. Verification of Coverage. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City with original endorsements affecting coverage required by this clause. The endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies at any time.
9. Title to Improvements. Title to and ownership of the required public improvements constructed under this Agreement by Subdivider shall vest absolutely in the City upon completion and written acceptance of such improvements by the City Engineer. The City Engineer shall not accept the required improvements unless Subdivider certifies that such improvements have been constructed in conformity with the approved plans and specifications, approved modifications, if any, the approved Final Map, City Improvement Standards and Standard Construction Specifications, any applicable City Ordinances or State and Federal laws and after 35 days from the date of filing of a Notice of Completion.
 10. Warranty Security. Prior to acceptance of the required improvements by the City Engineer, the Subdivider shall provide security in the amount and in the form as required by the City Engineer to guarantee the improvements against any defective work or labor done or defective materials used in the performance of the required improvements (Warranty Security)

throughout the warranty security period which shall be the period of one year following completion and written acceptance of the improvements (Warranty Security Period). The amount of the Warranty Security shall not be less than 10 percent of the cost of the construction of the improvements, including the cash deposit required in paragraph 5C of this agreement, which shall be retained for the Warranty Security Period.

11. Repair or Reconstruction of Defective Work or Materials. If, within the Warranty Security Period or the applicable statute of limitations, whichever is longer, any improvement or part of any improvement furnished and/or installed or constructed by Subdivider or any of the work done under this Agreement fails to fulfill any of the requirements of the Agreement or the specifications referred to herein as determined by the City, Subdivider shall without delay and without any cost to the City, repair, replace, or reconstruct any defective or otherwise unsatisfactory part or parts of the required improvements. If the Subdivider fails to act promptly or in accordance with this requirement, or if the exigencies of the situation require repairs or replacements to be made before the Subdivider can be notified, then the City may, at its option, make the necessary repairs or replacements or perform the necessary work, and Subdivider shall pay to City the actual cost of such repairs plus fifteen percent (15%) within thirty (30) days of the date of billing for such work by City. The parties further understand and agree that the Warranty Security furnished pursuant to paragraph 10 of this Agreement shall guarantee and secure the faithful performance and payment of the provisions of this paragraph during the Warranty Security Period.
12. Subdivider Not Agent of City. Neither Subdivider nor any of Subdivider's agents or contractors are or shall be considered to be agents of City in connection with the performance of Subdivider's obligations under this Agreement.
13. Notice of Breach and Default. If Subdivider refuses or fails to prosecute the work, or any part thereof, with such diligence as will ensure its completion within the time specified, or any extension thereof, or fails to complete the work within such time, or if Subdivider should be adjudged a bankruptcy, or Subdivider should make a general assignment for the benefit of his creditors, or if a receiver should be appointed in the event of Subdivider's insolvency, or if Subdivider or any of Subdivider's contractors, subcontractors, agents or employees should violate any of the provisions of this Agreement and the City may, but is under no obligation to, serve written notice upon Subdivider and Subdivider's surety, if any, of breach of this Agreement, or of any portion thereof.
14. Breach of Agreement: Performance By Surety or City. In the event of any such notice, Subdivider's surety, if any, shall have the duty to take over and complete the work and the required improvements; provided, however, that if the surety within fifteen (15) days after the serving of such notice of breach upon it does not give the City written notice of its intention to take over the performance thereof within fifteen (15) days after notice to the City of such election, then the City may take over the work and prosecute the same to completion by contract, or by any other method the City may deem advisable, for the account and at the expense of the Subdivider, and the Subdivider's surety shall be liable to City for any excess costs of damages incurred by the City; and in such event, the City, without liability for so doing, may take possession of and utilize in completing the work, such materials, appliances, plant or other property belonging to Subdivider as may be on the site of the work and necessary therefor.

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

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

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

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

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

**KB Home of Sacramento, Inc.
3005 Douglas Blvd., Suite 250
Roseville, CA 95661
ATTN; Leo Pantoja, Vice President of Planning**

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

**Fidelity and Deposit Company of Maryland
633 W. 5th Street, Suite 1200
Los Angeles, CA 90071**

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

16. Attorney's Fees. In the event any legal action is brought to enforce or interpret this Agreement, the prevailing party shall be entitled to an award of reasonable attorney's fees, in addition to any other relief to which he may be entitled.
17. Assignment. This Agreement shall bind and inure to the benefit of the assigns, successors in interest, heirs, executors, and administrators of the parties, and the parties agree that the City may cause a copy of this Agreement to be recorded in the Sacramento County Recorder's Office.

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

SUBDIVIDER

**KB Home Sacramento, Inc.
A California Corporation**

BY: _____ BY: _____

Print Name: _____ Print Name: _____

DATE _____ DATE: _____

CITY OF FOLSOM, a Municipal Corporation

DATE _____

Elaine Andersen
CITY MANAGER

ATTEST:

DATE _____

Christa Freemantle
CITY CLERK

APPROVED AS TO CONTENT:

DATE _____

Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

APPROVED AS TO FORM:

DATE _____

Steven Wang
CITY ATTORNEY

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – **Enclave at Folsom Ranch Subdivision**

FOLSOM PLAN AREA

Cost Estimate for
*Improvement Plans for
Enclave at Folsom Ranch
Onsite*



Cost Estimate Summary

	TOTAL COST	COST TO COMPLETE
Total Cost of Improvements for Enclave at Folsom Ranch - Onsite	<u>\$ 2,085,272.00</u>	<u>\$ 687,557.00</u>
Total Cost of Improvements for Enclave at Folsom Ranch - Offsite	<u>\$ 12,089,454.10</u>	<u>\$ 1,686,817.03</u>
Total Cost of Improvements for Enclave at Folsom Ranch - Onsite and Offsite	<u>\$ 14,174,726.10</u>	<u>\$ 2,374,374.03</u>

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Onsite



Cost of Improvements

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
Site Preparation							
1.	12	AC	Clearing & Grubbing	\$ 200.00	\$ 2,400.00	100%	\$ -
2.	29,300	CY	Rough Grade Excavation	\$ 3.50	\$ 102,550.00	100%	\$ -
3.	405	SF	Pressure Treated Wood Retaining Wall	\$ 20.00	\$ 8,100.00	0%	\$ 8,100.00
4.	2,940	SF	Masonry Retaining Wall	\$ 35.00	\$ 102,900.00	0%	\$ 102,900.00
5.	990	LF	4" Canyon Drain	\$ 50.00	\$ 49,500.00	100%	\$ -
6.	260	LF	6" Canyon Drain	\$ 60.00	\$ 15,600.00	100%	\$ -
7.	96	LF	Retaining Wall Drainage Pipe (4"PVC)	\$ 15.00	\$ 1,440.00	0%	\$ 1,440.00
8.	12	AC	Erosion Control	\$ 1,000.00	\$ 12,000.00	100%	\$ -
Subtotal Site Preparation					\$ 294,490.00	62%	\$ 112,440.00
Sanitary Sewer System							
1.	3,280	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 229,600.00	100%	\$ -
2.	15	EA	48" Standard Sanitary Sewer Manhole	\$ 4,500.00	\$ 67,500.00	100%	\$ -
3.	3	EA	60" Standard Sanitary Sewer Manhole	\$ 6,500.00	\$ 19,500.00	100%	\$ -
4.	3	EA	60" Epoxy Lined Standard Sanitary Sewer Manhole w/ 8" Drop Connection	\$ 12,000.00	\$ 36,000.00	100%	\$ -
5.	112	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 112,000.00	100%	\$ -
6.	3	EA	8" Flushing Branch	\$ 1,500.00	\$ 4,500.00	100%	\$ -

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Onsite



Cost of Improvements

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
7.	1	EA	Connect to Existing Sewer Main	\$ 500.00	\$ 500.00	100%	\$ -
Subtotal Sanitary Sewer System					\$469,600.00	100%	\$ -

Storm Drain System

1.	483	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 21,735.00	100%	\$ -
2.	1,414	LF	12" Storm Drain, PVC C900 CL 200	\$ 70.00	\$ 98,980.00	100%	\$ -
3.	192	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 11,520.00	100%	\$ -
4.	570	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 37,050.00	100%	\$ -
5.	121	LF	36" Storm Drain, RCP CL III	\$ 80.00	\$ 9,680.00	100%	\$ -
6.	10	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 50,000.00	100%	\$ -
7.	8	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 56,000.00	100%	\$ -
8.	1	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 9,000.00	100%	\$ -
9.	1	EA	Type 'F' Drainage Inlet	\$ 2,000.00	\$ 2,000.00	100%	\$ -
10.	2	EA	Type GOL-7 (On-Grade) Drainage Inlet	\$ 4,500.00	\$ 9,000.00	100%	\$ -
11.	16	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 56,000.00	100%	\$ -
12.	1	EA	Connect to Existing Storm Drain Main	\$ 500.00	\$ 500.00	100%	\$ -
13.	6	EA	Jensen Precast (18"x18") Drainage Inlet	\$ 2,700.00	\$ 16,200.00	100%	\$ -
Subtotal Storm Drain System					\$377,665.00	100%	\$ -

Potable Water Distribution System

FOLSOM PLAN AREA

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Improvement Plans for
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Onsite



Cost of Improvements

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
1.	2,780	LF	8" Water Main, PVC C900 CL 200	\$ 55.00	\$ 152,900.00	100%	\$ -
2.	2	EA	1" Air Release Valve	\$ 3,000.00	\$ 6,000.00	100%	\$ -
3.	13	EA	8" Gate Valve	\$ 2,000.00	\$ 26,000.00	100%	\$ -
4.	9	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 45,000.00	100%	\$ -
5.	1	EA	Water Sampling Station	\$ 500.00	\$ 500.00	100%	\$ -
6.	81	EA	1" Water Service	\$ 1,000.00	\$ 81,000.00	100%	\$ -
7.	6	EA	Water Service Manifold & Appurtenances	\$ 3,000.00	\$ 18,000.00	100%	\$ -
8.	17	EA	8" Gate Valve	\$ 2,000.00	\$ 34,000.00	100%	\$ -
9.	2	EA	Connection to Existing Water Main	\$ 2,500.00	\$ 5,000.00	100%	\$ -
Subtotal Potable Water Distribution System					\$368,400.00	100%	\$ -

Concrete

1.	3,020	LF	Modified Type 2 Vertical Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 60,400.00	0%	\$ 60,400.00
2.	1,880	LF	Modified Type 1 Rolled Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 37,600.00	0%	\$ 37,600.00
3.	15,380	SF	Sidewalk (6" PCC/ 6" AB)	\$ 6.00	\$ 92,280.00	0%	\$ 92,280.00
4.	111	LF	Modified Type 5 Median Curb (6")	\$ 30.00	\$ 3,330.00	0%	\$ 3,330.00
5.	66	LF	Modified Type 5 Median Curb (8")	\$ 32.00	\$ 2,112.00	0%	\$ 2,112.00
6.	574	LF	Type 5 Median Curb	\$ 15.00	\$ 8,610.00	0%	\$ 8,610.00

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Onsite



Cost of Improvements

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
7.	200	LF	Type 5 Barrier Curb	\$ 15.00	\$ 3,000.00	0%	\$ 3,000.00
8.	660	LF	3' Valley Gutter (w/ 6" AB)	\$ 37.00	\$ 24,420.00	0%	\$ 24,420.00
9.	1,680	SF	Modified Valley Gutter (w/ 6" AB)	\$ 18.00	\$ 30,240.00	0%	\$ 30,240.00
10.	115	LF	12" Concrete V-Ditch	\$ 10.00	\$ 1,150.00	0%	\$ 1,150.00
11.	180	LF	6" Courtesy Curb	\$ 30.00	\$ 5,400.00	0%	\$ 5,400.00
12.	58	EA	Parking Bumper	\$ 50.00	\$ 2,900.00	0%	\$ 2,900.00
13.	4	EA	Concrete Survey Monument	\$ 300.00	\$ 1,200.00	0%	\$ 1,200.00
Subtotal Concrete					\$272,642.00	0%	\$ 272,642.00

Streetwork

1.	2,015	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 161,200.00	0%	\$ 161,200.00
2.	2,365	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 47,300.00	0%	\$ 47,300.00
3.	10	EA	Stop Sign (R1-1) on Street Name Sign Post (Sign Only)	\$ 300.00	\$ 3,000.00	0%	\$ 3,000.00
4.	1	EA	Street Name Sign on Post	\$ 500.00	\$ 500.00	0%	\$ 500.00
5.	1	EA	Stop Sign (R1-1) on Street Light (Sign Only)	\$ 300.00	\$ 300.00	0%	\$ 300.00
6.	4	EA	Stop Sign (R1-1) on Post	\$ 500.00	\$ 2,000.00	0%	\$ 2,000.00
7.	5	EA	Accessible Parking Signs (R99C and R100B) on post	\$ 500.00	\$ 2,500.00	0%	\$ 2,500.00
8.	4	EA	No Parking Sign (R26) on Post	\$ 500.00	\$ 2,000.00	0%	\$ 2,000.00
9.	5	EA	No Parking Sign (R26) on Street Light (Sign Only)	\$ 300.00	\$ 1,500.00	0%	\$ 1,500.00

FOLSOM PLAN AREA

Cost Estimate for
 Improvement Plans for
 Enclave at Folsom Ranch
 Onsite



Cost of Improvements

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
10.	635	SF	Pavement Markings	\$ 5.00	\$ 3,175.00	0%	\$ 3,175.00
11.	13	EA	LED Streetlight (including Conduit, Wiring and Appurtenances	\$ 3,000.00	\$ 39,000.00	0%	\$ 39,000.00
12.	8	EA	Street Light Service Point	\$ 5,000.00	\$ 40,000.00	0%	\$ 40,000.00
Subtotal Streetwork					\$302,475.00	0%	\$ 302,475.00
Onsite Improvement Subtotal					\$2,085,272.00	67%	\$687,557.00

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Falsam Ranch
Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
General Conditions							
1.	1	LS	General Conditions	\$ 569,800.00	\$ 569,800.00	70%	\$ 170,940.00
2.	1	LS	Develop Construction Water	\$ 90,829.00	\$ 90,829.00	100%	\$ -
Subtotal General Conditions					\$ 660,629.00	74%	\$ 170,940.00
Old Ranch Road SWPPP							
1.	200	LF	Silt Fence	\$ 5.00	\$ 1,000.00	100%	\$ -
2.	1,100	LF	ESA Fence	\$ 8.50	\$ 9,350.00	100%	\$ -
3.	12	EA	Inlet Protection	\$ 360.00	\$ 4,320.00	0%	\$ 4,320.00
4.	2	AC	Temp. Hydroseeding for Winterization	\$ 2,550.00	\$ 5,100.00	100%	\$ -
5.	4,500	LF	Fiber Rolls	\$ 4.50	\$ 20,250.00	0%	\$ 20,250.00
6.	1	LS	SWPPP Maintenance	\$ 9,000.00	\$ 9,000.00	75%	\$ 2,250.00
Wet Utilities							
1.	1	LS	Old Ranch Wet Utilities	\$ 1,016,299.00	\$ 1,016,299.00	95%	\$ 50,814.95
Concrete Improvements							
1.	62	LF	Modified Type 5 Curb - No Base Rock	\$ 50.00	\$ 3,100.00	50%	\$ 1,550.00
2.	1,171	LF	Type 2 Curb and gutter - No Base Rock	\$ 20.00	\$ 23,420.00	50%	\$ 11,710.00
3.	9,486	SF	Sidewalk (6") - No Base Rock	\$ 6.25	\$ 59,287.50	50%	\$ 29,643.75

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
4.	4	EA	Sidewalk Ramps - No Base Rock - Addl. Labor & Dome	\$ 2,370.00	\$ 9,480.00	50%	\$ 4,740.00
5.	12	EA	Set Inlet Tops	\$ 870.00	\$ 10,440.00	50%	\$ 5,220.00

Street Lights

1.	3	EA	Type A Street Light	\$ 19,300.00	\$ 57,900.00	0%	\$ 57,900.00
2.	1,200	LF	Fiber Optic Conduit (off haul oversize)	\$ 23.70	\$ 28,440.00	100%	\$ -

Fine Grade, Rock and Pave

1.	1	LS	Fine Grade	\$ 27,124.00	\$ 27,124.00	100%	\$ -
2.	43,643	SF	4.0" AC / 8.5" AB	\$ 4.35	\$ 189,847.05	75%	\$ 47,461.76
3.	9,500	SF	6.0" AB at Walks	\$ 1.85	\$ 17,575.00	100%	\$ -
4.	17	EA	Sidewalk Irrigation Sleeve Crossing	\$ 795.00	\$ 13,515.00	100%	\$ -
5.	1	LS	Signage and Striping	\$ 11,850.00	\$ 11,850.00	0%	\$ 11,850.00

Subtotal Old Ranch Road \$1,517,297.55 84% \$ 247,710.46

Westwood Drive

SWPPP

1.	870	LF	ESA Fence	\$ 8.50	\$ 7,395.00	100%	\$ -
2.	2	EA	Inlet Protection	\$ 360.00	\$ 720.00	100%	\$ -
3.	2	AC	Temp. Hydroseeding for Winterization	\$ 2,550.00	\$ 5,100.00	100%	\$ -

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
4.	1,950	LF Fiber Rolls	\$ 4.50	\$ 8,775.00	0%	\$ 8,775.00
5.	1	LS SWPPP Maintenance	\$ 9,000.00	\$ 9,000.00	75%	\$ 2,250.00
Wet Utilities						
1.	1	LS Westwood Wet Utilities	\$ 587,620.00	\$ 587,620.00	95%	\$ 29,381.00
Concrete Improvements						
1.	627	LF 8" Modified Curb - No Base Rock	\$ 50.00	\$ 31,350.00	75%	\$ 7,837.50
2.	642	LF 10" Modified Curb - No Base Rock	\$ 52.00	\$ 33,384.00	75%	\$ 8,346.00
3.	683	LF Type 2 Curb and Gutter - No Base Rock	\$ 20.00	\$ 13,660.00	75%	\$ 3,415.00
4.	4,157	SF Sidewalk - No Base Rock	\$ 6.25	\$ 25,981.25	75%	\$ 6,495.31
5.	1	EA Sidewalk Ramps - No Base Rock - Addl. Labor and Dome	\$ 2,400.00	\$ 2,400.00	75%	\$ 600.00
6.	2	EA Set Inlet Tops	\$ 870.00	\$ 1,740.00	100%	\$ -
Street Lights						
1.	4	EA Type A Street Light	\$ 19,300.00	\$ 77,200.00	0%	\$ 77,200.00
2.	768	LF Fiber Optic Conduit	\$ 23.70	\$ 18,201.60	100%	\$ -
Fine Grade, Rock and Pave						
1.	1	LS Fine Grade	\$ 62,072.00	\$ 62,072.00	100%	\$ -
2.	27,796	SF 3.5"-6.0" AC / 8.5"-13.0" AB	\$ 5.56	\$ 154,545.76	75%	\$ 38,636.44
3.	4	EA Irrigation Sleeve Crossings at Roadway	\$ 3,400.00	\$ 13,600.00	100%	\$ -

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
4.	3	EA	Sidewalk Irrigation Sleeve Crossing	\$ 795.00	\$ 2,385.00	100%	\$ -
5.	1	LS	Signage and Striping	\$ 17,800.00	\$ 17,800.00	0%	\$ 17,800.00
Subtotal Westwood Drive					\$1,072,929.61	81%	\$ 200,736.25

Alder Creek Parkway

SWPPP

1.	2,030	LF	ESA Fence	\$ 8.50	\$ 17,255.00	100%	\$ -
2.	1	EA	Construction Entrances	\$ 5,600.00	\$ 5,600.00	100%	\$ -
3.	7	EA	Inlet Protection	\$ 360.00	\$ 2,520.00	50%	\$ 1,260.00
4.	5	AC	Temp. Hydroseeding for Winterization	\$ 2,550.00	\$ 12,750.00	100%	\$ -
5.	6,300	LF	Fiber Rolls	\$ 4.50	\$ 28,350.00	100%	\$ -
6.	1	LS	SWPPP Maintenance	\$ 9,000.00	\$ 9,000.00	90%	\$ 900.00

Traffic Control

1.	1	LS	Traffic Control	\$ 35,900.00	\$ 35,900.00	100%	\$ -
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Removals

1.	1	LS	Sawcut, Remove AC/PCC & Grind	\$ 16,400.00	\$ 16,400.00	100%	\$ -
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Rough Grade

1.	15,400	CY	Rough Grade	\$ 12.00	\$ 184,800.00	100%	\$ -
2.	1,510	LF	4"-6" Canyon Drain	\$ 45.50	\$ 68,705.00	100%	\$ -

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
3.	138,000	SF	Fine Grade Alder Creek Slopes	\$ 0.25	\$ 34,500.00	100%	\$ -
4.	1,545	LF	Fine Grade Unlined Swales	\$ 4.50	\$ 6,952.50	100%	\$ -
5.	2,359	LF	3'-5' Rock Lines Swales	\$ 16.90	\$ 39,867.10	100%	\$ -
Wet Utilities							
1.	1	LS	Alder Creek Wet Utilities	\$ 1,940,137.00	\$ 1,940,137.00	95%	\$ 97,006.85
Repair Ex. Roadway							
1.	1	LS	Alder Creek Repair Road & Curb	\$ 291,630.00	\$ 291,630.00	100%	\$ -
Removals							
1.	1	LS	Sawcut, Remove AC/PCC & Grind	\$ 16,400.00	\$ 16,400.00	100%	\$ -
Concrete Improvements							
1.	892	LF	8" Modified Curb - No Base Rock	\$ 50.00	\$ 44,600.00	100%	\$ -
2.	722	LF	10" Modified Curb - No Base Rock	\$ 52.00	\$ 37,544.00	100%	\$ -
3.	1,160	LF	Type 2 Curb and Gutter - No Base Rock	\$ 20.00	\$ 23,200.00	100%	\$ -
4.	8,355	SF	Sidewalk (6") - No Base Rock	\$ 6.25	\$ 52,218.75	100%	\$ -
5.	660	SF	Driveway (6") - No Base Rock	\$ 11.90	\$ 7,854.00	100%	\$ -
6.	9	EA	Sidewalk Ramps - No Base Rock - Addl. Labor and Dome	\$ 2,400.00	\$ 21,600.00	100%	\$ -
7.	7	EA	Set Inlet Tops	\$ 870.00	\$ 6,090.00	100%	\$ -

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
Street Lights							
1.	7	EA	Type A Street Light	\$ 19,300.00	\$ 135,100.00	100%	\$ -
2.	1,344	LF	Fiber Optic Conduit	\$ 24.00	\$ 32,256.00	100%	\$ -
3.	1	EA	Service Point	\$ 6,500.00	\$ 6,500.00	100%	\$ -
Fine Grade, Rock and Pave							
1.	1	LS	Fine Grade	\$ 94,332.00	\$ 94,332.00	100%	\$ -
2.	62,700	SF	4.0"-6.0"AC / 13.0" AB w/ Overlay	\$ 5.90	\$ 369,930.00	100%	\$ -
3.	11	EA	Irrigation Sleeve at Road & Sidewalk	\$ 5,050.00	\$ 55,550.00	100%	\$ -
4.	1	LS	Signage and Striping	\$ 29,600.00	\$ 29,600.00	100%	\$ -
Subtotal Alder Creek Parkway					\$3,627,141.35	97%	\$ 99,166.85

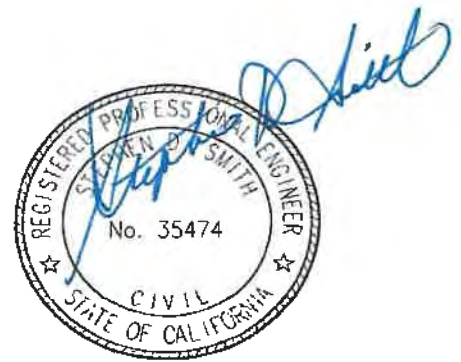
East Bidwell

SWPPP

1.	2,300	LF	Silt Fence	\$ 5.00	\$ 11,500.00	100%	\$ -
2.	700	LF	ESA Fence	\$ 8.50	\$ 5,950.00	100%	\$ -
3.	2	EA	Construction Entrances	\$ 5,600.00	\$ 11,200.00	90%	\$ 1,120.00
4.	9	EA	Inlet Protection	\$ 360.00	\$ 3,240.00	40%	\$ 1,944.00
5.	6	AC	Temp. Hydroseeding for Winterization	\$ 2,550.00	\$ 15,300.00	100%	\$ -
6.	6,100	LF	Fiber Rolls	\$ 4.50	\$ 27,450.00	0%	\$ 27,450.00

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
7.	1	LS	SWPPP Maintenance	\$ 9,000.00	\$ 9,000.00	95%	\$ 450.00
Fencing							
1.	2,100	LF	Barbed Wire Fencing - Includes Rock Auger Add	\$ 16.60	\$ 34,860.00	0%	\$ 34,860.00
Traffic Control							
1.	1	LS	Traffic Control	\$ 135,790.00	\$ 135,790.00	75%	\$ 33,947.50
Rough Grade							
1.	31,700	CY	Rough Grade	\$ 10.85	\$ 343,945.00	100%	\$ -
2.	243,800	SF	Fine Grade Bidwell Slopes & Flat Areas	\$ 0.16	\$ 39,008.00	100%	\$ -
3.	1,555	LF	Fine Grade Unlined Swales	\$ 4.50	\$ 6,997.50	100%	\$ -
4.	1,486	LF	3'-6' Rock Lined Swales	\$ 15.00	\$ 22,290.00	100%	\$ -
Wet Utilities							
1.	1	LS	Wet Utilities	\$ 2,442,900.00	\$ 2,442,900.00	95%	\$ 122,145.00
Concrete Improvements							
1.	578	LF	Modified Type 5 Curb 8" - No Base Rock	\$ 50.00	\$ 28,900.00	0%	\$ 28,900.00
2.	679	LF	Modified Type 5 Curb 10" - No Base Rock	\$ 52.00	\$ 35,308.00	0%	\$ 35,308.00
3.	696	LF	Type 2 Curb and Gutter - No Base Rock	\$ 20.00	\$ 13,920.00	0%	\$ 13,920.00
4.	130	LF	Turn Pocket Barrier	\$ 53.00	\$ 6,890.00	0%	\$ 6,890.00
5.	3,929	SF	Sidewalk (6") - No Base Rock	\$ 6.25	\$ 24,556.25	0%	\$ 24,556.25

FOLSOM PLAN AREA

Cost Estimate for
 Improvement Plans for
 Enclave at Folsom Ranch
 Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
6.	4	EA	Sidewalk Ramps - No Base Rock - Addl. Labor & Dome	\$ 2,400.00	\$ 9,600.00	0%	\$ 9,600.00
7.	990	SF	Concrete Driveways	\$ 11.90	\$ 11,781.00	0%	\$ 11,781.00
8.	9	EA	Set Inlet Tops	\$ 870.00	\$ 7,830.00	0%	\$ 7,830.00

Street Lights

1.	4	EA	Type A Street Lights	\$ 19,300.00	\$ 77,200.00	0%	\$ 77,200.00
2.	768	LF	Fiber Optic Conduit	\$ 23.70	\$ 18,201.60	100%	\$ -

Fine Grade, Rock and Pave

1.	1	LS	Fine Grade Bidwell	\$ 84,919.00	\$ 84,919.00	75%	\$ 21,229.75
2.	75,052	SF	3.0"-4.0" AC / 13.0" AB w/ Overlay	\$ 9.12	\$ 684,474.24	30%	\$ 479,131.97
3.	6	EA	Irrig Sleeve at Road & Sidewalk	\$ 2,746.00	\$ 16,476.00	100%	\$ -
4.	1	LS	Signage and Striping	\$ 30,000.00	\$ 30,000.00	0%	\$ 30,000.00

Subtotal East Bidwell Street \$4,159,486.59 77% \$ 968,263.47

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
HMB Basin							
SWPPP							
1.	470	LF	Silt Fence	\$ 5.00	\$ 2,350.00	100%	\$ -
2.	410	LF	ESA Fence	\$ 8.50	\$ 3,485.00	100%	\$ -
3.	1	EA	Construction Entrances	\$ 5,600.00	\$ 5,600.00	100%	\$ -
4.	2	EA	Inlet Protection	\$ 360.00	\$ 720.00	100%	\$ -
5.	2	AC	Temp. Hydroseeding	\$ 2,550.00	\$ 5,100.00	100%	\$ -
6.	2,300	LF	Fiber Rolls	\$ 4.50	\$ 10,350.00	100%	\$ -
Rough Grade							
1.	9,750	CY	Rough Grade	\$ 9.28	\$ 90,480.00	100%	\$ -
Fine Grade							
1.	1	LS	FG Site Areas	\$ 28,400.00	\$ 28,400.00	100%	\$ -
2.	470	CY	Caltrans Rip Rap at Weir	\$ 117.00	\$ 54,990.00	100%	\$ -
3.	19,000	SF	6.0" CL II AB at Ramps/Weirs/AC Pave	\$ 1.85	\$ 35,150.00	100%	\$ -
4.	11,300	SF	3.0" AC Pave at HMB	\$ 2.65	\$ 29,945.00	100%	\$ -
Wet Utilities							
1.	1	LS	HMB Wet Utilities	\$ 106,000.00	\$ 106,000.00	100%	\$ -
Concrete Improvements							
1.	1	EA	PCC Ramp 151' x 9'	\$ 43,700.00	\$ 43,700.00	100%	\$ -

FOLSOM PLAN AREA

Cost Estimate for
Improvement Plans for
Enclave at Folsom Ranch
Offsite



Cost of Improvements

ITEM NO.	QTY	UNIT DESCRIPTION	UNIT PRICE	AMOUNT	COMP. STATUS	COST TO COMPLETE
2.	1	EA Settling Basin Ramp 60' x 9'	\$ 23,600.00	\$ 23,600.00	100%	\$ -
3.	1	EA Spillway Weir	\$ 103,500.00	\$ 103,500.00	100%	\$ -
4.	1	EA 72" Outfall Structure	\$ 114,200.00	\$ 114,200.00	100%	\$ -
5.	1	EA HMB No. 19	\$ 394,400.00	\$ 394,400.00	100%	\$ -
Subtotal HMB No. 19				\$ 1,051,970.00	100%	\$ -
Offsite Improvement Subtotal				\$ 12,089,454.10	86%	\$ 1,686,817.03

ATTACHMENT 3

FINAL MAP

OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT THEY ARE THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "ENCLAVE AT FOLSOM RANCH" AND THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND THEY CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND OFFER FOR DEDICATION AND DO HEREBY DEDICATE AS PUBLIC RIGHTS-OF-WAY AND AS UTILITY EASEMENTS TO THE CITY OF FOLSOM A PORTION OF NORTH AUBURN LEAF LOOP AND A PORTION OF SOUTH AUBURN LEAF LOOP AS SHOWN HEREON.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

- A PUBLIC EASEMENT FOR THE INSTALLATION, MAINTENANCE AND REPAIR OF WATER, GAS AND SEWER PIPES AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOTS A, D, E, F, G, H, I, J, K, L, M AND T AND THOSE TEN (10) FOOT STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.);
- AN EASEMENT FOR INGRESS AND EGRESS FOR SUPPORT AND USE BY LAW ENFORCEMENT, FIRE PROTECTION, WELFARE AND OTHER PUBLIC AGENCIES, THEIR VEHICLES AND PERSONNEL OVER LOTS A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S AND T SHOWN HEREON;
- A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF SIDEWALK AND PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.);
- A PUBLIC EASEMENT AND RIGHT-OF-WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOTS D AND E SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.);
- A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO "LOT A".

KB HOME SACRAMENTO, INC
A CALIFORNIA CORPORATION

BY _____
NAME: LEO PANTOJA
TITLE: VICE PRESIDENT OF PLANNING

BY _____
NAME: DAVE D'AMICO
TITLE: VICE PRESIDENT OF FINANCE

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA
COUNTY OF _____
ON _____ BEFORE ME, _____ A NOTARY PUBLIC

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

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

SIGNATURE _____ PRINTED NAME _____
MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____
MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____



VICINITY MAP

NAV D88 BENCHMARK CITY OF FOLSOM

BENCHMARK 72' ELEVATION = 391.25 NAV D88
BRASS DISK STAMPED "CITY OF FOLSOM" BN 35 ON THE NORTHWEST CORNER OF A CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 800 FEET NORTH OF THE INTERSECTION OF MANGINI PARKWAY AND E BIDWELL STREET ON THE EAST SIDE OF E BIDWELL STREET AND AT THE NORTHWEST CORNER OF A DETENTION BASIN. APPROXIMATE LATITUDE: N08° 37' 51.71" LONGITUDE: W121° 06' 49.42"

ELEVATION OF 391.25 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK 1018-009 STAMPED "K 455" IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA
COUNTY OF _____
ON _____ BEFORE ME, _____ A NOTARY PUBLIC

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

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

SIGNATURE _____ PRINTED NAME _____
MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____
MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF KB HOME SACRAMENTO, INC., A CALIFORNIA CORPORATION IN JUNE 2019. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2021 AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC

ROBERT M. PLANK
P.L.S. 5750 EXP. 06-30-2020
DATE _____



CITY ENGINEER'S STATEMENT

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

STEVEN R. BRAHN, RCE 49291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES 3/30/2021

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "ENCLAVE AT FOLSOM RANCH" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3852
CITY SURVEYOR
LICENSE EXPIRES 6/30/2020

DATE: _____

CITY CLERK'S STATEMENT

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

CHRISTA FREEMANTLE
CITY CLERK

DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2020, AT _____ IN BOOK _____ OF MAPS, AT PAGE _____ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

DONNA ALLRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

BY _____ DEPUTY
FEE \$ _____

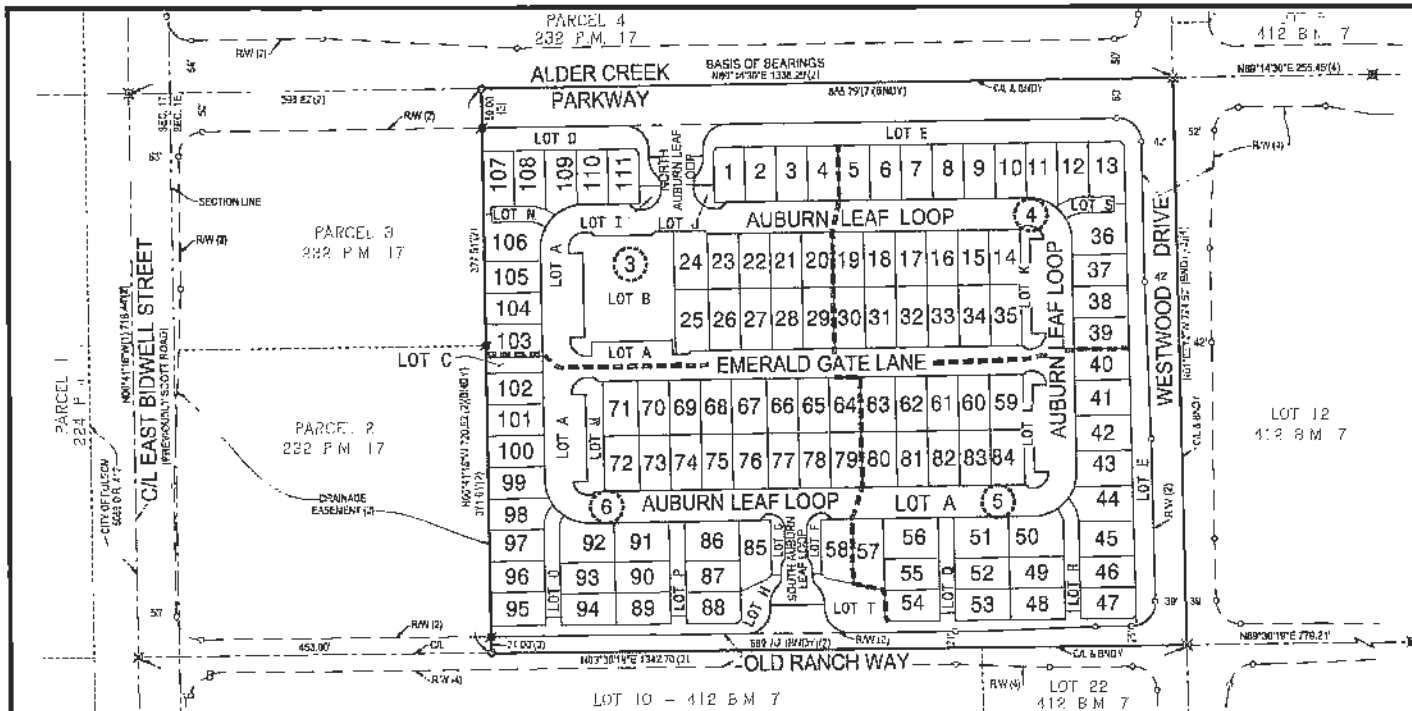
**FINAL MAP PN 16-025
ENCLAVE AT FOLSOM RANCH**

BEING A SUBDIVISION OF PARCEL 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP ENTITLED "PARCEL MAP PN 16-025" FILED FOR RECORD ON JUNE 29, 2019 IN BOOK 232 OF PARCEL MAPS, AT PAGE 17, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 19, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



MARCH 2020
SHEET 1 OF 6



LEGEND	
	CITY OF FOLSOM MONUMENT WELL STAMPED "LS 5760" TO BE SET PER (2) OR (4)
	5/8" REBAR W/ PLASTIC CAP STAMPED "LS 5760" TO BE SET PER (2)
	SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 5760"
	SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 5760"
	DIMENSION POINT
	RECORD DATA PER REFERENCE
	A.C. ACRES
	B.M. BOOK OF MAPS
	BNDRY BOUNDARY
	CL CENTERLINE
	D.E. DRAINAGE EASEMENT
	L.E. LANDSCAPE EASEMENT
	MON. MONUMENT
	OVERALL OVERALL
	O.R. OFFICIAL RECORDS OF SACRAMENTO COUNTY
	P.A.E. PEDESTRIAN ACCESS EASEMENT
	P.M. PARCEL MAP
	P.U.E. PUBLIC UTILITY EASEMENT
	R/W RIGHT-OF-WAY
	R.B. RADIAL BEARING
	S.F. SQUARE FEET
	S.I. SHEET INDEX
	BOUNDARY
	LOT LINE & RIGHT-OF-WAY
	LOT LINE
	RIGHT-OF-WAY
	CENTER LINE
	EASEMENT LINE
	SECTION LINE
	ADJACENT PROPERTY LINE

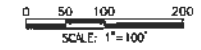
REFERENCES

- (1) 224 P.M. 14
- (2) 232 P.M. 17
- (4) 412 B.M. 7

BASIS OF BEARINGS
 THE BEARING NORTH 89°14'30" EAST ON THE CENTERLINE OF ALDER CREEK PARKWAY, AS SHOWN ON PARCEL MAP 16-025 FILED FOR RECORD ON JUNE 28, 2018 IN BOOK 232 OF PARCEL MAPS, AT PAGE 17, SACRAMENTO COUNTY RECORDS IS THE BASIS OF BEARINGS FOR THIS MAP

NOTES

1. ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
2. THIS FINAL MAP CONTAINS 1472± A.C. GROSS CONSISTING OF 111 RESIDENTIAL LOTS AND 26 LETTERED LOTS.
3. REAR CORNERS FOR RESIDENTIAL LOTS 2-12, 35-45, COMMON LINE OF 5758, 60-84, COMMON LINE OF 8766 AND 96-110 WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 5760". REAR CORNERS FOR RESIDENTIAL LOTS 14-35, 49-52, COMMON LINE OF 8867 AND 90-93 WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 5760" (SEE DETAIL SHEET 3).
4. ALL RESIDENTIAL LOT CORNERS ALONG AUBURN LEAF LOOP AND EMERALD GATE LANE WILL BE SET IN CONCRETE, OFFSET 1.00 FOOT ON THE SIDE/REAR LOT LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED "LS 5760". FRONT LOT CORNERS ALONG LOTS N, O, P, Q, R AND S WILL BE SET IN CONCRETE, OFFSET 1.00 FOOT ON THE SIDE LOT LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED "LS 5760" (SEE DETAIL SHEET 3).
5. PROPERTY SUBJECT TO SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3, AS DISCLOSED BY A MAP FILED JULY 7, 2006 IN BOOK 103, PAGE 9 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS.
6. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT TITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT, RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN" PER 20140715 O.R. 0617, AND "AMENDMENT NO.1 TO FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN" PER 20160129 O.R. 0365, AND "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER INSTRUMENT NO. 201906090806, AND "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER INSTRUMENT NO. 201907051031.
7. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT TITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20140715 O.R. 0522, AND "AMENDMENT NO. 1 TO FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20160129 O.R. 0366.
8. PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20130424 O.R. 1382, AND "ASSIGNMENT AND ASSUMPTION AGREEMENT" RELATIVE TO WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20130226 O.R. 1519 AND "ASSIGNMENT AND ASSUMPTION AGREEMENT" RELATIVE TO WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20130521 O.R. 0991, AND "AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20140603 O.R. 0959.
9. PROPERTY SUBJECT TO "MEMORANDUM OF JOINT ENTITLEMENT AND BOUNDARY LINE ADJUSTMENT AGREEMENT" PER 20130326 O.R. 1329.
10. PROPERTY SUBJECT TO AN AVIGATION EASEMENT IN FAVOR OF THE COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0518 AND 20140715 O.R. 0623.
11. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 17 (WALLOW HILL PIPELINE) PER 20150925 O.R. 6353.
12. PROPERTY SUBJECT TO "CITY OF FOLSOM COMMUNITIES FACILITIES DISTRICT NO. 18" PER 20151209 O.R. 0427.
13. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT CFD 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
14. A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR ENCLAVE AT FOLSOM RANCH (PROJECT NO. E17063-018) WAS PREPARED BY YOUNGJAHN CONSULTING GROUP, INC. ON JUNE, 2017 IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
15. LOTS A, B, C, AND F THROUGH T TO BE DEEDED IN FEE TO THE HOMEOWNERS ASSOCIATION BY SEPARATE DOCUMENT.
16. LOTS A, N, O, P, Q, R AND S ARE PRIVATE ROADS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
17. LOT B IS A PRIVATE PARK TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
18. LOTS D AND E ARE LANDSCAPE LOTS TO BE MAINTAINED BY THE CITY OF FOLSOM AND DEEDED IN FEE BY SEPARATE DOCUMENT TO THE CITY OF FOLSOM.
19. LOTS H AND T ARE LANDSCAPE LOTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
20. LOTS C, F, G, I, J, K, L, AND M ARE PRIVATE INGRESS/EGRESS AND LANDSCAPING LOTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
21. SUBDIVISION SUBJECT TO DEVELOPMENT PERMIT 15-025 ON FILE IN THE CITY OF FOLSOM.
22. LOTS SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS PER DOC.
23. SEWER AND WATER FACILITIES WITHIN LOT A TO BE OWNED AND MAINTAINED BY THE CITY OF FOLSOM. SEWER AND WATER FACILITIES WITHIN LOTS N THROUGH S TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
24. STORM DRAIN FACILITIES WITHIN ALL LETTERED LOTS OF THIS SUBDIVISION TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
25. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "DOST SHARING AGREEMENT" RECORDED MAY 9, 2015 AS INSTRUMENT NO. 201505090856 OF OFFICIAL RECORDS.
26. THE EASEMENTS LISTED BELOW, NOT SHOWN HEREON, ARE HEREBY ABANDONED PER SECTION 6643(d) OF THE GOVERNMENT CODE:
 A. 25' LEAP UP E.P.A.E. ALONG WESTERLY RIGHT-OF-WAY OF WESTWOOD DRIVE.
 B. 14' P.A.E. (P.U.E.) ALONG NORTHERLY RIGHT-OF-WAY OF OLD RANCH WAY.

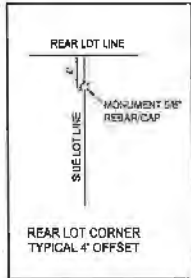
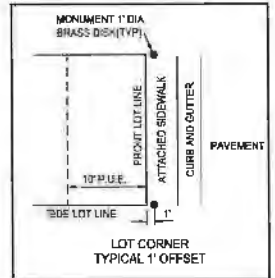
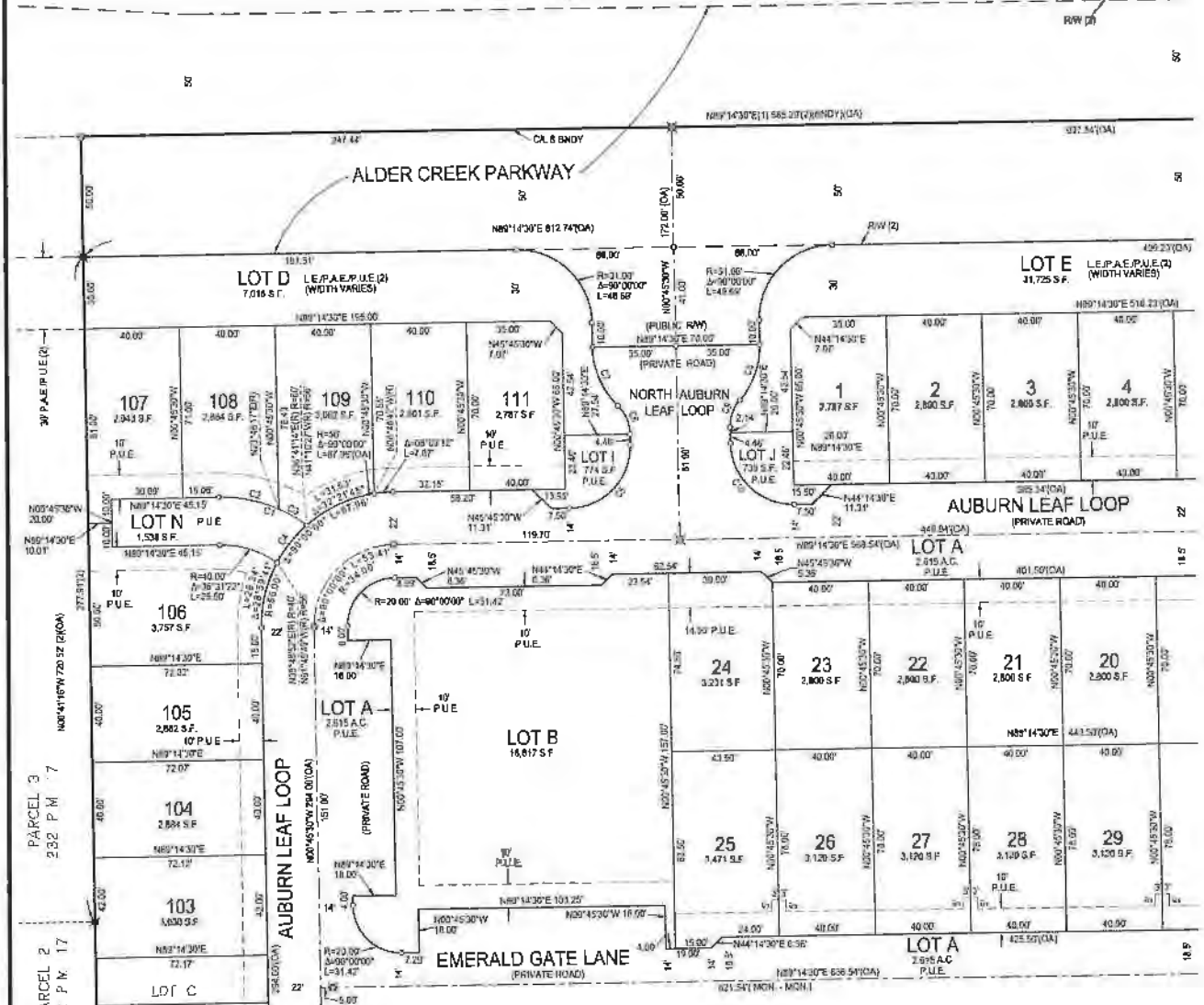


**FINAL MAP PN 16-025
 ENCLAVE AT FOLSOM RANCH**

BEING A SUBDIVISION OF PARCEL 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP ENTITLED "PARCEL MAP PN 16-025" FILED FOR RECORD ON JUNE 28, 2018 IN BOOK 232 OF PARCEL MAPS, AT PAGE 17, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 18, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.M.

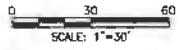
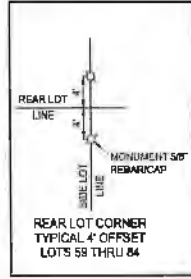
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Mackay & Somp MARCH 2020
 ENGINEERS PLANNERS SURVEYORS
 1025 Columbia Highway, Suite 101, Folsom, CA 95630 (916) 733-1818
 SHEET 2 OF 6

PARCEL 4
232 P.M. 17



CURVE TABLE

#	RADIUS	DELTA	LENGTH
C1	80.00'	37°28'47"	39.21'
C2	60.00'	24°53'45"	28.12'
C3	60.00'	12°52'57"	13.49'
C4	56.00'	20°35'21"	20.12'
C5	26.00'	80°00'00"	49.34'
C6	17.00'	44°38'23"	13.24'
C7	35.00'	44°38'23"	27.27'
C8	35.00'	41°24'35"	25.36'
C9	17.00'	41°24'35"	12.29'
C10	26.00'	80°00'00"	49.34'



SEE SHEET 4

10

30

FINAL MAP PN 16-025
ENCLAVE AT FOLSOM RANCH

BEING A SUBDIVISION OF PARCEL 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP ENTITLED "PARCEL MAP PN 16-025" FILED FOR RECORD ON JUNE 29, 2018 IN BOOK 232 OF PARCEL MAPS, AT PAGE 17, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.M.

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 1875 Cowan Way, Suite 100, Folsom, CA 95630
 SHEET 3 OF 6

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

SEE SHEET 6

PARCEL 4
232 P.M. 17

ALDER CREEK PARKWAY

WESTWOOD DRIVE

WESTWOOD DRIVE

LOT E
31,726 S.F.
L.E./P.A.E.P./U.E. (2)
(WIDTH VARIES)

LOT A
2,615 A.C. P.U.E.

AUBURN LEAF LOOP
(PRIVATE ROAD)

EMERALD GATE LANE
(PRIVATE ROAD)

CURVE TABLE

#	RADIUS	DELTA	LENGTH
C1	50.00'	28°57'23"	46.88'
C2	60.00'	03°27'07"	3.62'



0 30 60
SCALE: 1"=30'

**FINAL MAP PN 16-025
ENCLAVE AT FOLSOM RANCH**

BEING A SUBDIVISION OF PARCEL 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP ENTITLED "PARCEL MAP PN 16-025" FILED FOR RECORD ON JUNE 26, 2018 IN BOOK 232 OF PARCEL MAPS, AT PAGE 17, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.M.

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MacKay & Somp
ENGINEERS PLANNERS SURVEYORS
1000 Commodore Strip Drive, Suite 100, Roseville, CA 95747 (916) 775-1100

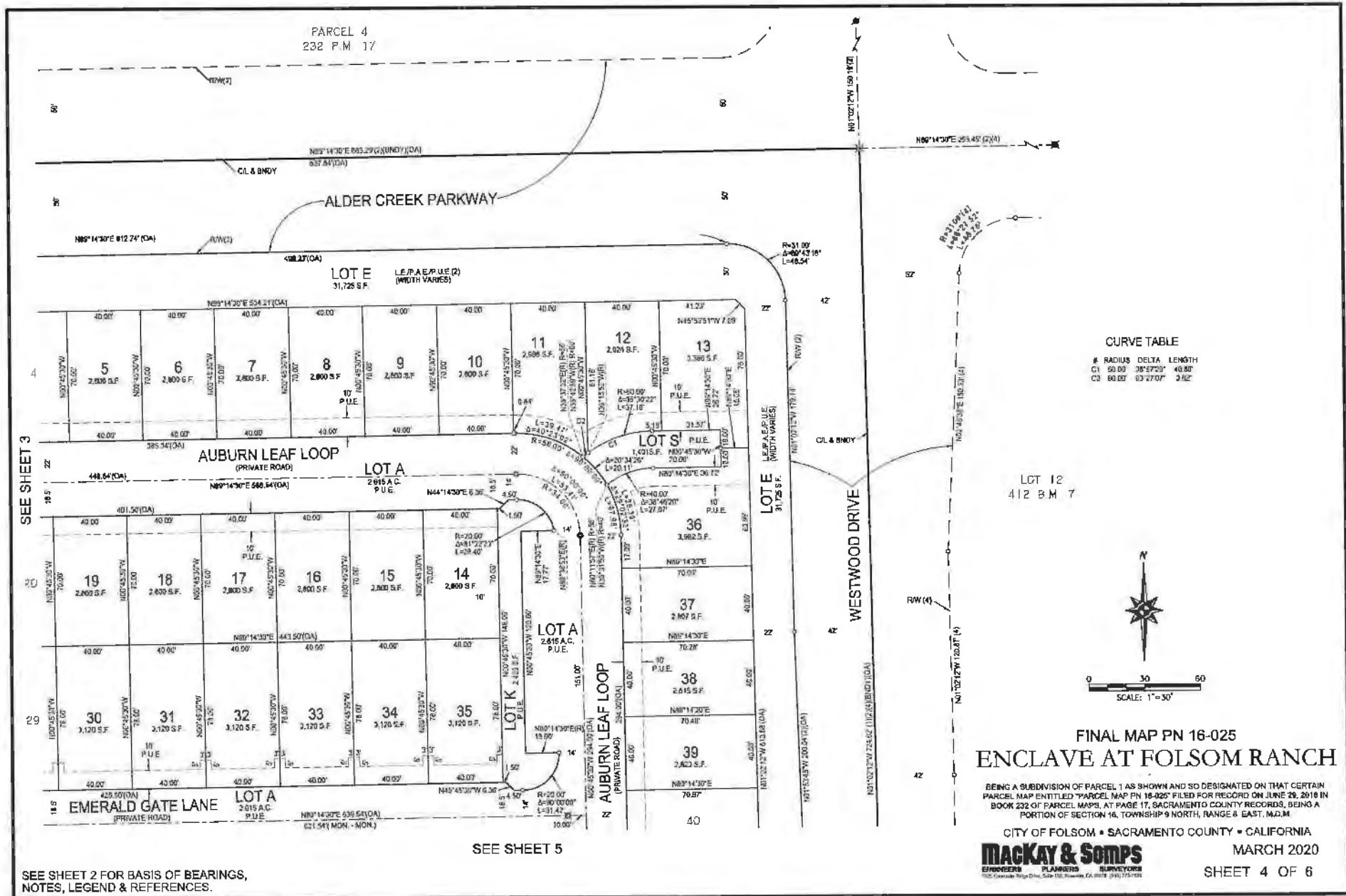
MARCH 2020

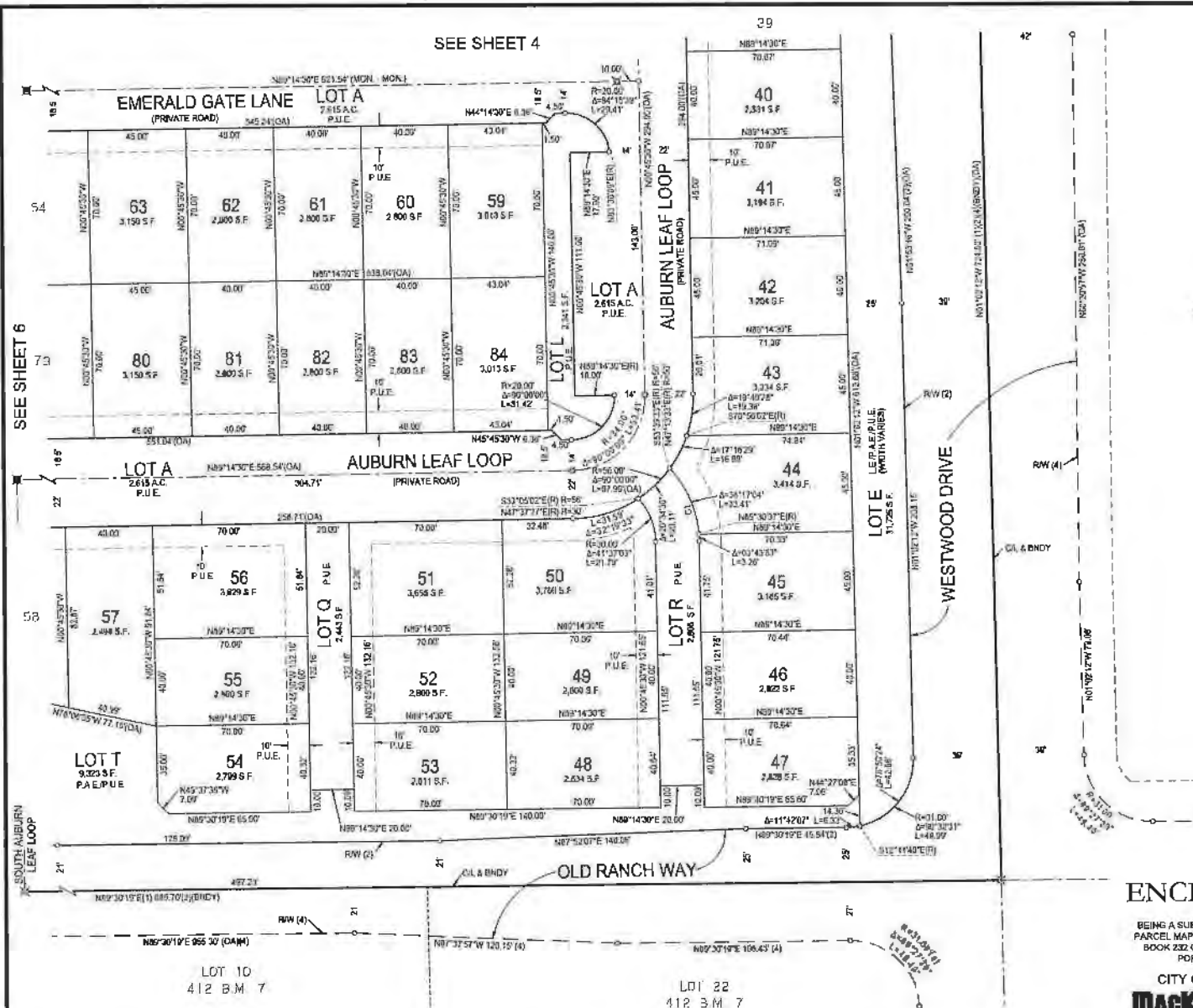
SHEET 4 OF 6

SEE SHEET 3

SEE SHEET 5

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





LOT 12
412 B.M. 7

CURVE TABLE

RADIUS	DELTA	LENGTH
C1 50.00'	42°00'57"	36.67'



0 30 60
SCALE: 1"=30'

**FINAL MAP PN 16-025
ENCLAVE AT FOLSOM RANCH**

BEING A SUBDIVISION OF PARCEL 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP ENTITLED "PARCEL MAP PN 16-025" FILED FOR RECORD ON JUNE 28, 2018 IN BOOK 232 OF PARCEL MAPS, AT PAGE 17, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.M.

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185 Columbia Plaza, Suite 300, Folsom, CA 95630 (916) 775-1191

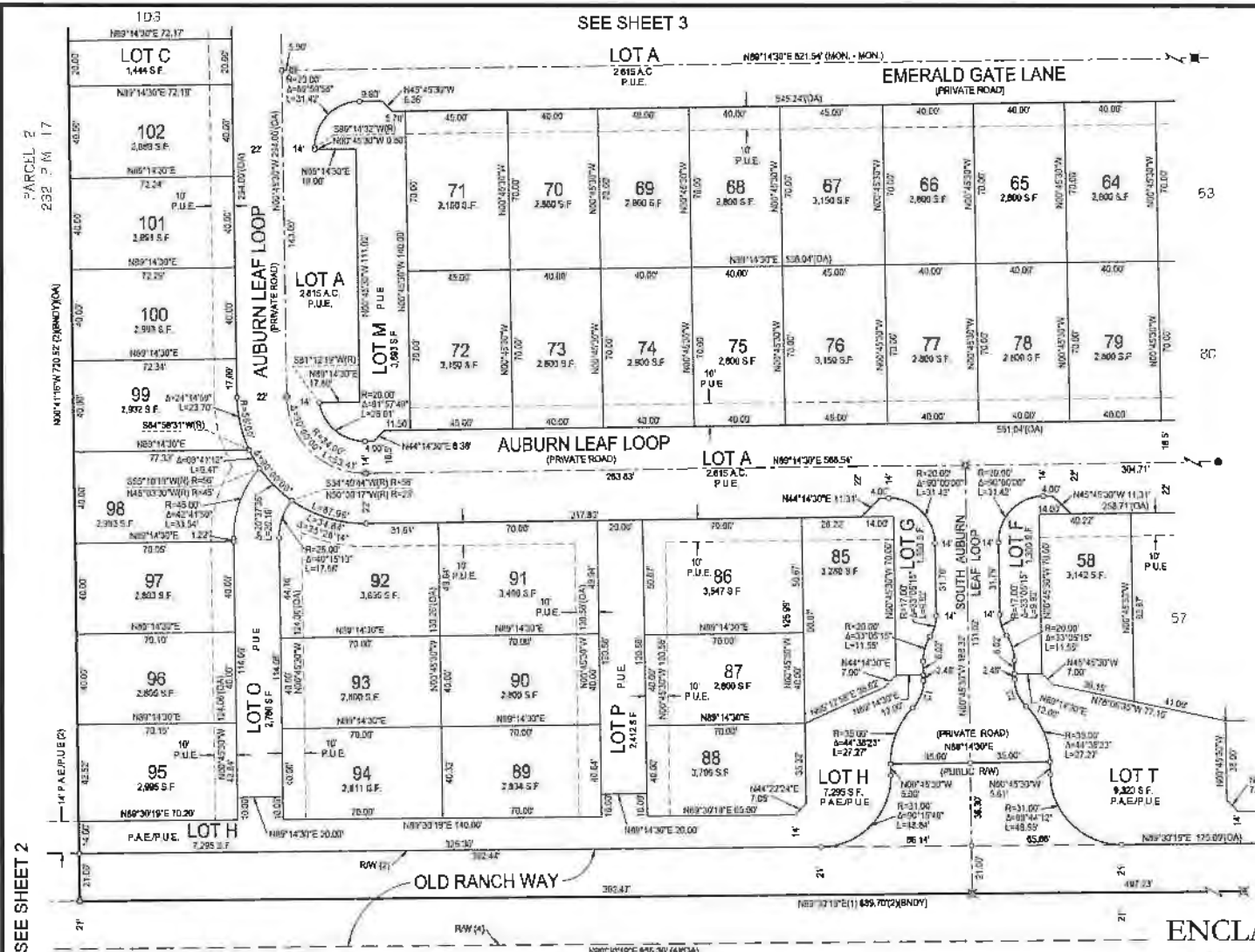
MARCH 2020

SHEET 5 OF 6

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

SEE SHEET 6

SEE SHEET 4



Curve Table			
Curve #	Radius	Delta	Length
C1	17.00'	44°38'23"	13.24'
C2	17.00'	44°38'23"	13.24'



FINAL MAP PN 16-025
ENCLAVE AT FOLSOM RANCH

BEING A SUBDIVISION OF PARCEL 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP ENTITLED "PARCEL MAP PN 15-025" FILED FOR RECORD ON JUNE 29, 2018 IN BOOK 232 OF PARCEL MAPS, AT PAGE 17, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 18, TOWNSHIP 9 NORTH, RANGE 6 EAST, M.D.M.

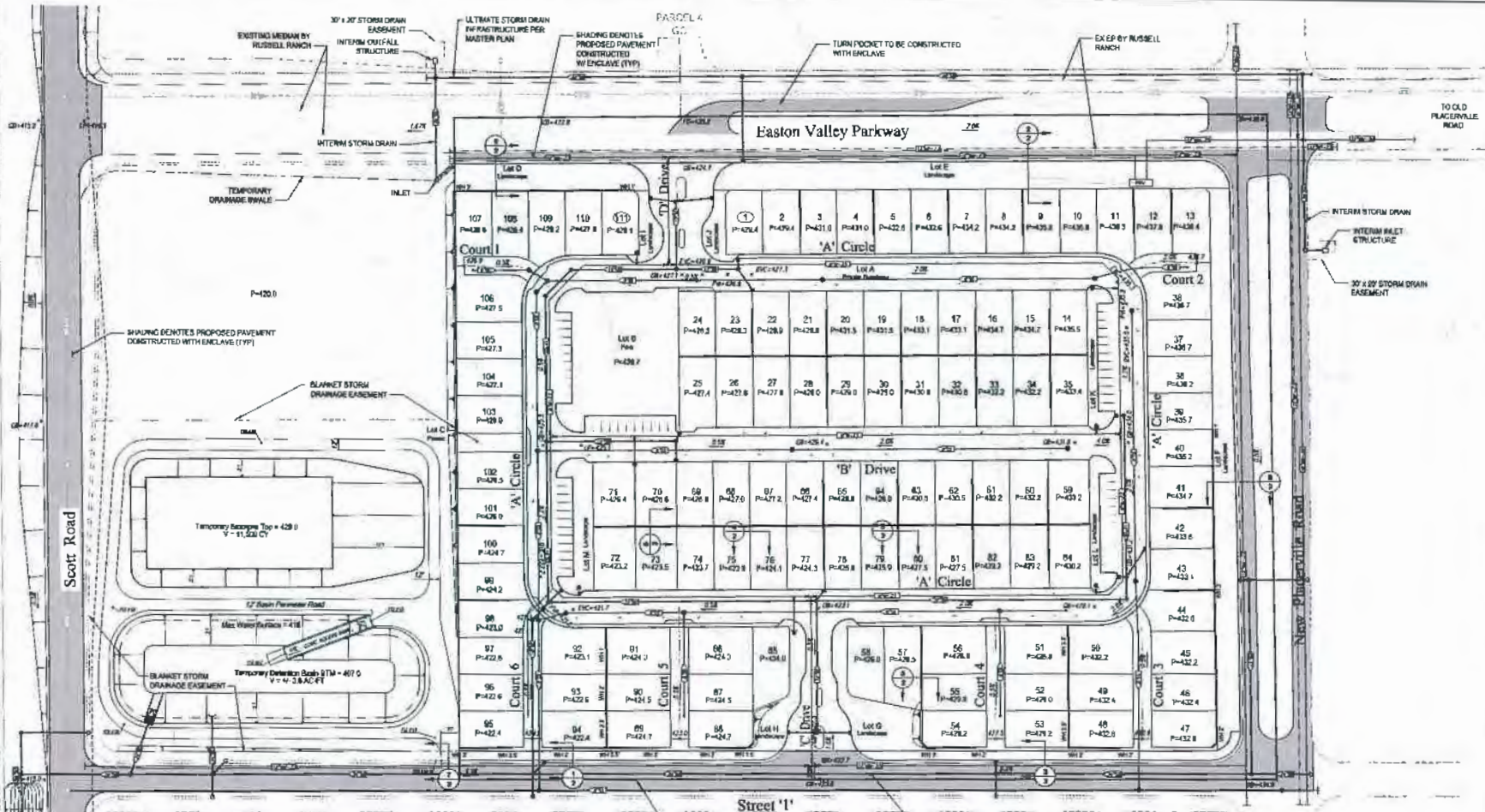
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SHEET 6 OF 6

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

LOT 10
 412 P.M. 7

ATTACHMENT 4
VESTING TENTATIVE SUBDIVISION MAP



ATTACHMENT 5
TABLE OF CONDITIONS OF APPROVAL

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 17-132)
WEST OF PLACERVILLE ROAD, EAST OF EAST BIDWELL STREET,
NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50
TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
1.	<p><i>Final Development Plans</i> The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Vesting Tentative Subdivision Map, dated October 10, 2016 2. Preliminary Site Plan, dated July 22, 2016 3. Preliminary Grading and Drainage Plan, dated October 10, 2016 4. Preliminary Off-Site Infrastructure Plan, dated October 10, 2016 5. Scott Road Interim Improvement Plans, dated October 10, 2016 6. Enclave at Folsom Ranch Design Guidelines, dated July 25, 2016 7. Inclusionary Housing Plan, dated December 22, 2015 8. CEQA Exemption and Streamlining Analysis for Enclave at Folsom Ranch <p>The Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit are approved for the development of a 111-unit single family residential subdivision (Enclave at Folsom Ranch Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)	<p>The Community Development Department has reviewed and approved the on-site and off-site improvement plans and the final map for the Enclave at Folsom Ranch subdivision. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans, and the Enclave at Folsom Ranch design guidelines.</p> <p>The final map is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p> <p>The Vesting Tentative Subdivision Map was (PN16-025) approved by the City Council on November 8, 2016. The City Council approved Resolution No. 9944 (PN17-132) extending the Vesting Tentative Subdivision Map to November 8, 2020 on June 17, 2017.</p>	Yes

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 17-132)
 WEST OF PLACERVILLE ROAD, EAST OF EAST BIDWELL STREET,
 NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50
 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
2.	<p><i>Plan Submittal</i> All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, M, B	CD (P)(E)(B)	<p>On-site and Off-site Improvement plans for the Enclave at Folsom Ranch subdivision have been reviewed and approved by the Community Development Department. Grading and construction commenced in this subdivision in the Spring of 2019.</p> <p>Landscape and Irrigation plans for this subdivision have been submitted to the City and shall be approved prior to the first building permit issuance in the subdivision.</p>	Yes

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 17-132)
WEST OF PLACERVILLE ROAD, EAST OF EAST BIDWELL STREET,
NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50
TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
3.	<p><i>Validity</i> This approval of the Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit shall be valid for the term specified in Amendment No. 1 to ARDA, and any amendments thereto, for the project, or for a period of twenty-four months from final date of approval (October 5, 2018), 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 of Amendment No. 1 to ARDA, the term of the Project Design Guidelines shall track the term of the maps.</p> <p><u>This approval of the Tentative Parcel Map and Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Planned Development Permit shall track the term of the Vesting Small Lot Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act. The term of the Project Design Guidelines shall track the term of the First Amended and Restated Tire 1 Development Agreement.</u></p>	OG	CD (P)	<p>The City Council approved the Tentative Parcel Map and the Vesting Tentative Subdivision Map for the Enclave at Folsom Ranch on November 8, 2016. The Tentative Parcel Map recorded in Book 232 of Parcel Maps at Page 17. The Vesting Tentative Subdivision Map is valid until November 8, 2020. The Final Map is in compliance with the State Subdivision Map Act and the Folsom Municipal Code.</p>	Yes

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 17-132)
WEST OF PLACERVILLE ROAD, EAST OF EAST BIDWELL STREET,
NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50
TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
4.	<p><i>Improvements in the PFFP</i> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.</p>	M	CD(E)(P) (B), PW, FD, EWR, PR	As this is one of the first subdivisions in the FPASP, all required Phase 1 backbone infrastructure to serve this subdivision has been constructed and accepted by the City. This condition of approval is therefore satisfied. There is only one (1) phase with the Enclave at Folsom Ranch subdivision. The on-site and off-site grading and infrastructure plans have been reviewed and approved by the City necessary to serve this subdivision. The grading and infrastructure construction for this subdivision commenced in the Spring of 2019.	Yes

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5.	<p><i>Indemnity for City</i> The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes

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6.	<p><i>Vesting Tentative Subdivision Map</i> The Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS) and Westland Addendum to the Folsom Plan Area Specific Plan (EIR).</p>	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FEIR/EIS prior to the issuance of a grading permit. Additionally, construction inspection and monitoring has been conducted throughout construction by the City and/or its Consultants.	Yes
7.	<p><i>ARDA and Amendments</i> The owner/applicant shall comply with all provisions of Amendment No. 1 to ARDA and any approved amendments by and between the City and the owner/applicant of the project.</p>	G, I, M, B	CD (E)	The owner/applicant has complied with all applicable provisions of the respective Amended and Restated Tier 1 Development Agreement.	Yes
8.	<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 Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)	The owner/applicant has funded and participated in a Mitigation Monitoring Reporting Program (MMRP) throughout the course of construction. The MMRP is being conducted by both City staff and the City's consultant, Helix.	Yes

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9.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at all intersections in the subdivision.	Yes
10.	<p><i>Taxes and Fees</i> The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and the Amended and Restated Development Agreement.</p>	OG	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with the subdivision.	Yes
11.	<p><i>Assessments</i> 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)	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to building permit issuance

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12.	<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 or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (October 5, 2016), or otherwise shall be governed by the terms of Amendment No. 1 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (E), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

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13.	<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)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to conform to this condition.	Yes
14.	<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, M, B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for these services.	Yes

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15.	<p>Phasing Plan 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.), recycled water mains and associated infrastructure, 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 vehicle access and/or general traffic purposes for each phase and all off-site utilities deemed necessary as determined by the City Engineer.</p>	G, I, M,	CD (E), EWR, PW, FD	The owner/applicant submitted a phasing plan for the on-site and off-site improvement plans which were reviewed and approved by the Community Development Department. All required infrastructure necessary to allow development to proceed in this subdivision is expected to be completed by the end of December 2019.	Yes

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16.	<p><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 Amendment No. 1 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G	CD (E)	The owner/applicant obtained all Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department.	Yes
17.	<p><i>Geotechnical Report</i> Prior to the issuance of any grading permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site preparation, soil bearing capacity, appropriate sources and types of fill, potential need for soil amendments, road, pavement and parking areas, structural foundations, including retaining all designs, grading practices, soil corrosion of concrete and steel, erosion /winterizations, seismic ground shaking, liquefaction and expansive/unstable soils.</p>	G	CD (E)	A geotechnical report has been prepared by the consulting firm of Youngdahl & Associates, Inc., which includes an analysis for site suitability, roadway, and pavement design. The Community Development Department has reviewed and approved the improvement plans for the subdivision to ensure that all recommendations of the Geotechnical report have been addressed.	Yes
18.	<p><i>Geotechnical Recommendations</i> 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)	The owner/applicant submitted a grading plan incorporating all geotechnical recommendations for review and received approval by the City prior to commencement of grading in the Spring of 2019.	Yes

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19.	<p><i>Geotechnical Monitoring Program</i> 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	CD (P)(E)(B)	The owner/applicant submitted a plan and retained Youngdahl & Associates for monitoring and testing during construction. Copies of the plan and test results are on file with Youngdahl and have been provided to the City as required by the Community Development Department prior to approval of the grading plans.	Yes

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20.	<p><i>Prepare Geotechnical Report(s) for the Off-site Water Facilities and Implement Required Measures.</i> The owner/applicant shall provide a comprehensive facility design for all proposed off-site Water Facility improvements shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer. The final geotechnical and/or civil engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> • site preparation; • soil bearing capacity; • appropriate sources and types of fill; • potential need for soil amendments; • road, pavement, and parking areas; • structural foundations, including retaining-wall design; • grading practices; • soil corrosion of concrete and steel; • erosion/winterization; • seismic ground shaking; • liquefaction; and • expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the California Building Code that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the owner/applicant.</p>	G	CD (P)(E)(B)	The required off-site water system facilities to serve this subdivision have been constructed and accepted by the City. The off-site water system facilities are currently in operation and being maintained by the City. All required improvements were constructed under the direction of a licensed geotechnical engineer.	Yes

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21.	<p><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i> Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the California Building Code and American Water Works Association (AWWA) standards.</p>	I	EWR, CD (E)	The improvement plans for all water systems have isolation valves and incorporate City design standards that allow the City to isolate portions of the City's water system in the event of failure.	Yes
22.	<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 prior to approval of grading plans.</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes
23.	<p><i>Material Storage Areas</i> The owner/applicant 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)(E)(B)	Construction staging areas for this subdivision were included on the grading plans approved by the Community Development Department and the staging areas are located away from biologically sensitive areas.	Yes

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24.	<p><i>Traffic and Parking Management Plan</i> Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare 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. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. 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), PW	The owner/applicant submitted a joint traffic management plan that was approved by the City Engineer and is on file at the Community Development Department.	Yes

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25.	<p><i>Prepare Traffic Control Plan.</i> Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis. 	G	CD (E)	The owner/applicant submitted a traffic management plan that was approved by the City Engineer and is on file at the Community Development Department.	Yes

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26.	<p><i>Assess Pre-Off-site Water Facilities Roadway Conditions.</i> Prior to construction, the owner/applicant shall be responsible for assessing current road conditions for off-site improvement haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered in to with applicable jurisdictions prior to construction that details post construction road restoration requirements. Staff with Sacramento County shall review the post construction restoration standards for each of the affected roadways. The owner/applicant shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.</p>	G	CD (E) Sacramento County	All off-site water mains and water related improvements have been constructed within the City limits and therefore no off-site approval and/or permits from either Sacramento County or the City of Rancho Cordova were required.	Yes

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27.	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>The owner/applicant(s) shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity. Each plan shall be developed by the owner/applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling for more than 3 minutes. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>Signs shall be posted at all truck loading areas which indicate that diesel-powered trucks must be shut off when not in use for longer than 3 minutes on the premises in order to reduce idling emissions.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the owner/applicant for the respective phase of development.</p>	G	CD (E)	<p>The owner/applicant has obtained approval from the SMAQMD for all the proposed equipment being utilized in the grading for this subdivision prior to the commencement of grading in the Spring of 2019. There are no sensitive receptors in the vicinity of the subdivision and all the grading for the subdivision were in the boundaries of the City of Folsom.</p>	Yes

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28.	<p><i>Conduct Project-Level Diesel Particulate Matter (DPM) Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.</i></p> <p>Screening-level DPM assessments shall be conducted for diesel-powered pump operations proposed within 200 feet of residences or other sensitive receptors. These analyses should include exact distances between the receptors and operations and include the actual DPM emissions for the engines proposed. If the analysis shows an annual average DPM concentration from project operations at residences within 200 feet of the DPM source to be greater than 0.024 µg/m³, the engine location shall be moved to a location where the annual average DPM concentration from project emissions at the residences is less than 0.024 µg/m³. The acceptable concentration of 0.024 µg/m³ was determined using the current OEHHA cancer potency factor and methodology for diesel exhaust (OEHHA 2003). If diesel exhaust concentrations at the affected receptor would be below 0.024 µg/m³, then the cancer health risk would be less than 9.9 cancers in a million population.</p>	G	CD (E)	<p>The owner/applicant has obtained approval from the SMAQMD for all the proposed equipment being utilized in the grading for this subdivision prior to the commencement of grading in the Spring of 2019. There are no sensitive receptors (less than 200 feet from an existing residence) in the vicinity of the subdivision.</p>	Yes

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29.	<p><i>Implement Greenhouse Gas Reduction Measures during Construction.</i> Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <ol style="list-style-type: none"> 1. Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer's specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the Sacramento Metropolitan Air Quality Management District (SMAQMD). 2. Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 3 minutes or for such other more restrictive time as may be required in law or regulation. 3. On-site construction vehicles and equipment will use Air Resources Board (ARB)-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required. 	G	CD (E)(P)	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
29. Cont.	4. A Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) shall be in place that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.				

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
29. Cont.	<p>5. New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>6. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>7. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>	G	CD (E)(P)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
30.	<p><i>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</i> Prior to approval of a grading permit, the owner/applicant(s) shall obtain the most current list of greenhouse gas reduction measures that are recommended by Sacramento Metropolitan Air Quality Management District (SMAQMD) and stipulate how those measures be implemented within the project notes. The owner/ applicant(s) may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular greenhouse gas reduction measures, shall be approved by the City, in consultation with SMAQMD prior to approval of a grading permit. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and California Air Resources Board.</p>	G	CD (E)(P)	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
31.	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.</i> The off-site elements could result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the owner/applicant shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85lbs/day).</p> <p>The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. Calculation of fees associated with each off-site element shall be conducted by the owner/applicant in consultation with SMAQMD staff before the approval of respective grading plans. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85lbs/day, total fees for construction of the off-site improvements would vary according to the timing and potential overlap of construction schedules for off-site elements.</p> <p>Mitigation for the off-site improvements outside of the City of Folsom's jurisdictional boundaries shall be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(i.es) (i.e., Sacramento County or Caltrans).</p>	G, 1	SMAQMD	<p>The owner/applicant has coordinated with and paid all required mitigation fees to the SMAQMD. The Landowners in the FPA have executed an agreement titled "Folsom Plan Area Air Quality District Fee Mitigation Agreement" with the SMAQMD which identifies the required mitigation for all the projects in the FPA. The Community Development Department verifies with the SMAQMD that the payment has been made prior to grading plan approval.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
32.	<p><i>Develop and Implement a Construction NOX Reduction Plan.</i></p> <p>Consistent with SMAQMD requirements, the owner/applicant shall provide a plan for demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction.</p> <p>Prior to construction, the owner/applicant's contractor shall submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted quarterly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the owner/applicant shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p>	G, I	SMAQMD	<p>The owner/applicant provided the NOX Reduction Plan to SMAQMD prior to commencement of grading in the Spring of 2019. SMAQMD approved the plan and provided the City with a confirmation of approval prior to approval of the grading plans.</p>	Yes

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33.	<p><i>Conduct Visible Emissions Testing and if Non-Compliance, Repair Equipment Immediately.</i> The owner/applicant shall ensure that emissions from all off-road diesel-powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least monthly, and a quarterly 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.</p>	G, I	SMAQMD	The owner/applicant has provided the required reports to the SMAQMD throughout the course of grading and construction. The reports are also provided to the City. The City will monitor the grading and construction to verify compliance with this condition.	Yes
34.	<p>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.</p>	G, I, B	SMAQMD CD (E)(P)	The owner/applicant has implemented all applicable measures required by the SMAQMD. Compliance has been monitored through City construction inspection.	Yes
35.	<p><i>Naturally Occurring Asbestos</i> 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. The site investigation shall include the collection of</p>	G	SMAQMD CD (E)(P)	The owner/applicant retained a Certified Geologist with Youngdahl & Associates to prepare an Air Quality Management Plan. The Air Quality Management Plan was approved by the SMAQMD prior to commencement of grading in the subdivision in the Spring of 2019.	Yes

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35. Cont.	<p>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, 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.</p>				

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35. Cont.	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.	G	SMAQMD CD (E)(P)		
36.	<p><i>Basic Construction Emission Control Practices</i> 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 	G, I, B	SMAQMD CD (E)(P)	The grading and improvement plan for the subdivision included the applicable notes. Additionally, monthly equipment usage and emissions were reported to the Sacramento Metropolitan Air Quality Management District. Dust control best management practices were implemented to control fugitive dust and offsite track out material.	Yes

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36. Cont.	<p>(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.</p> <ul style="list-style-type: none"> • 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. 				
36. Cont.	<ul style="list-style-type: none"> • Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building 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 	G, I, B	SMAQMD CD (E)(P)		

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36. Cont.	<p>determine to be running in proper condition before it is operated.</p> <p>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> • Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. • Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. • 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. 				
36. Cont.	<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 The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and</p>	G, I, B	SMAQMD CD (E)(P)		

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36. Cont.	Sacramento Metropolitan Air Quality Management District , demonstrating that the heavy-duty (50 horsepower [hp] or more) off road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.				
36. Cont.	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 rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide 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. Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator can be used to identify an	G, I, B	SMAQMD CD (E)(P)		

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36. Cont.	<p>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>				
36. Cont.	<p>If at the time of grading and/or 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.</p>	G, I, B	SMAQMD CD (E)(P)		

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37.	<p><i>Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.</i></p> <p>The owner/applicant shall implement fugitive dust control measures and a particulate matter monitoring program during construction. The owner/applicant shall ensure implementation of dust control measures and a particulate matter monitoring program during each phase of construction. Dust control measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • minimize on-site construction vehicle speeds on unpaved surfaces; • post speed limits; • suspend grading operations when wind is sufficient to generate visible dust clouds; • pave, water, use gravel, cover, or spray a dust-control agent on all haul roads; • prohibit no open burning of vegetation during project construction; • chip or deliver vegetative material to waste-to-energy facilities; • reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Mitigation Measure 3B.2.1a; • clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and • water and keep moist exposed earth surfaces, graded areas, storage piles, and haul roads as needed to prevent fugitive dust. 	G, I, B	SMAQMD CD (E)(P)	The grading and improvement plan for the subdivision included the applicable notes. Additionally, monthly equipment usage and emissions were reported to the Sacramento Metropolitan Air Quality Management District. Dust control best management practices were implemented to control fugitive dust and offsite track out material. Compliance with this condition has been monitored through construction inspection by the City.	Yes

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38.	Locate Pump Stations Away from Sensitive Receptors. New pumping stations including back-up diesel generators shall be located more than 200 feet away from sensitive receptors. Electrically powered pumps shall be used to power new pumps, to the extent practicable.	G, I, B	CD (E)(P)	There are no pump stations located in the subdivision. Therefore, this condition has been satisfied for the subdivision.	Yes
39.	Limit Construction Hours. Construction activities shall be limited to daylight hours between 7 a.m. and 7 p.m. Monday through Friday, and 9 a.m. and 5 p.m. on Saturday. No construction shall be allowed on Sundays or holidays.	G, I, B	CD (E)(P)	A general note has been added to the grading and improvement plans for this subdivision. Compliance has been monitored through construction inspection by the City.	Yes
40.	Minimize Noise from Construction Equipment and Staging. Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools, where used. The City's construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors.	G, I, B	CD (E)(P)	A general note has been added to the grading and improvement plans for this subdivision. Compliance has been monitored through construction inspection by the City. Currently there are no sensitive receptors in the close proximity to the subdivision.	Yes
41.	Maximize the Use of Noise Barriers. Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. If feasible, noise barriers shall be used at the construction site and staging area. Temporary walls, stockpiles of excavated materials, or moveable sound barrier curtains would be appropriate in instances where construction noise would exceed 90 dBA and occur within less than 50 feet from a sensitive receptor. The final selection of noise barriers will be subject to the City's approval and shall provide a minimum 10 dBA reduction in construction noise levels.	G, I, B	CD (E)(P)	A general note has been added to the grading and improvement plans for this subdivision. Compliance has been monitored through construction inspection by the City. Currently there are no sensitive receptors less than 50 feet from the construction activity in the subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
42.	<i>Prohibit Non-Essential Noise Sources During Construction.</i> No amplified sources (e.g., stereo “boom boxes”) shall be used in the vicinity of residences during project construction.	G, I, B	CD (E)(P)	A general note has been added to the grading and improvement plans for this subdivision. Compliance has been monitored through construction inspection by the City.	Yes
43.	<i>Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.</i> The owner/applicant shall provide an on-site complaint and enforcement manager that shall track and respond to noise complaints during grading and construction. The City shall also provide a mechanism for residents, businesses, and agencies to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the required hours.	G, I, B	CD (E)(P)	A general note has been added to the grading and improvement plans for this subdivision. Compliance has been monitored through construction inspection by the City. The owner/applicant’s construction contractor has assigned a superintendent to act as the noise complaint manager during grading and construction in this subdivision. The noise complaint superintendent is working closely to address noise from construction as it has affected existing residences in the Mangini Ranch Phase 1 development. The City and the City’s Owner’s Representative have worked with the noise complaint supervisor to address complaints from existing residences.	Yes
44.	<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	G, I, B	CD (P)(E)(B)	A general note has been added to the grading and improvement plans for this subdivision. Compliance has been monitored through construction inspection by the City. The owner/applicant is in the process of relocating the rock crushing operation in Mangini Ranch Phase 1 to future Mangini Ranch Phase 2 to increase the distance to existing residences in	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
44. Cont.	<p>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. These hours may be expanded to include Saturday and Sunday between 8 a.m. and 6 p.m. provided there are no sensitive receptors within 1500 feet, subject to the sole discretion of the city. • All construction equipment and equipment staging areas (including rock crushing operations) 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). 			Mangini Ranch Phase 1.	
44. 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 	G, I, B	CD (P)(E)(B)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
44. Cont.	<p>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. Recommendation to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</p> <ul style="list-style-type: none"> • 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. 				

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
45.	<p><i>Minimize Utility Conflicts by Implementing an Underground Services Alert.</i> Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as “pot-holing”). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.</p>	G	CD (E)	<p>A general note has been added to the plans to address this condition. Compliance has been monitored through construction inspection.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
46.	<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 a grading permit. The plan shall be consistent with the Folsom Plan Area Grading Specifications, 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 reseeding with vegetation after construction. Stabilization of construction entrances to minimize track out (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)	<p>The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure. The erosion and sedimentation control plans are included in all of the City approved grading plans in this subdivision. General notes have been added to the plans to address this condition and compliance has been monitored through construction inspection.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
47.	<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>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation and shall comply with all updated City standards.</p>	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure. The erosion and sedimentation control plans are included in all the City approved grading plans in this subdivision. General notes have been added to the plans to address this condition and compliance has been monitored through construction inspection.	Yes
48.	<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>Erosion and Sedimentation Control Standards and Specifications</u>-current edition and as directed by the Community Development Department.</p>	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure. The erosion and sedimentation control plans are included in all the City approved grading plans in this subdivision. General notes have been added to the plans to address this condition and compliance has been monitored through construction inspection.	Yes
49.	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</i> 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-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Permit at the time the Notice of Intent is</p>	G	CD (E)	The owner/applicant obtained a NPDES Stormwater Permit and prepared a project specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes Best Management Practices (BMP's) including but not limited to slope stabilization, inlet protections, sedimentation ponds and silt fencing. The SWPPP was provided to the City prior to grading.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
49. Cont.	<p>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 non-stormwater 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; 				
49. 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 	G	CD (E)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
49. Cont.	<ul style="list-style-type: none"> • 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>				

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
50.	<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 	G, B	CD (E)	<p>The owner/applicant provided a preliminary drainage plan prior to approval of the Vesting Tentative Subdivision Map by the City Council. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan</p>	Yes

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50. Cont.	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:				
50. Cont.	<ul style="list-style-type: none"> • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public</p>	G	CD (E), PW		

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50. Cont.	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).				
51.	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></p> <p>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 post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the 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 	G	CD (E)	The owner/applicant provided a preliminary drainage plan prior to approval of the Vesting Tentative Subdivision Map by the City Council. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan	Yes

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51. Cont.	<p>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.</p> <ul style="list-style-type: none"> • A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. • LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> • surface swales; • replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • impervious surfaces disconnection; and • trees planted to intercept stormwater. 				

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51. Cont.	<ul style="list-style-type: none"> New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site improvements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>	G	CD (E)		
52.	<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</p>	G	CD (E) Sacramento County	A Vector Control Plan was prepared and submitted to the City for review and was approved by the City prior to approval of the grading plans for this subdivision. The plan incorporated various Best Management Practices in consultation with the Sacramento-Yolo Mosquito and Vector Control District. A copy of the Vector Control Plan is on file with the Community	Yes

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52. Cont.	<p>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 be 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. 			Development Department.	
52. 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</p>	G	CD (E) Sacramento County		

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52. Cont.	<p>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"> • build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; • perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; • design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; • coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; • enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; • if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-- laying (female mosquitoes can fly through pipes); and • design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). 				

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53.	<p><i>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</i></p> <p>All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWQCB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.</p>	G	CD (E)	The owner/applicant has dewatered all hydrostatic test water to existing drainage facilities in accordance with the RWQCB requirements. Compliance with this condition has been monitored through construction inspection by the City.	Yes
54.	<p><i>State and Federal Permits</i></p> <p>The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department.	Yes

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 17-132)
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NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50
TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
55.	<p><i>Clean Water Act Sections 401 and 404 Permits</i> Prior to 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 of Waters of the U.S. or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The 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 the required buffers 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</p>	G, I	CD(P)(E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board	The owner/applicant obtained the 401 Certification from the Regional Water Board and the 404 individual permit and grading authorization from the U.S. Army Corps of Engineers for the Backbone improvements and project specific improvements prior to implementing ground disturbing activity. All wetland mitigation credits were purchased prior to construction and additional permit conditions were met prior to ground-breaking activities and submitted to the applicable agencies. Compliance reports are on file with the Community Development Department.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
55. Cont.	<p>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>				

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
56.	<p><i>Water Quality Certification</i> A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)	The owner/applicant obtained a Section 401 Water Quality certification for the backbone and project specific improvements. All required measures, including mitigation for Waters of the State were purchased and implemented prior to construction. Required reports and proof of compliance have been submitted to all applicable agencies.	Yes

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57.	<p><i>Master Streambed Alteration Agreement</i> 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	CD(P)(E) California Department of Fish and Wildlife	A Master Streambed Alteration Agreement was issued for FPASP in Feb. 2014 that includes the Enclave at Folsom Ranch subdivision. A sub-notification for the Enclave at Folsom Ranch was submitted to CDFW and approved in 2018. Compliance of sub-notification conditions was accomplished by mitigating streambed impacts through purchase of floodplain riparian preservation credits and mitigation for loss of blackbird foraging habitat through habitat creation at the Folsom Heights Preserve.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
58.	<p><i>Restore All Waters Impacted by Trenching and Temporary Construction Staging</i> For all crossings of waters of the U.S. or State in which the use of trenchless technologies are not feasible, the City shall ensure that all waters impacted by trenching activities are restored to pre-project conditions. In addition, within 30 days following project construction, the owner/applicant shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to pre-project conditions.</p> <p>At minimum, the City shall ensure that the following measures are implemented during construction:</p> <ul style="list-style-type: none"> • Conduct trenching and construction activities across drainages during low-flow (e.g., <1 to 2 cfs) or dry periods as feasible; • If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway; • Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone; • Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands; • Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas; • Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions. 	G	CD (E)	<p>Grading and construction in the Enclave at Folsom Ranch subdivision does not require the crossing of any permanent streams. The intermittent drainage swales in the vicinity of the subdivision that carry storm runoff are dry most of the year except during storm events. In addition, the intermittent drainage swales within the boundaries of the subdivision are not required to be preserved in accordance with the U. S. Army Corps of Engineers (USACE) Permit for the subdivision.</p>	Yes

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58. Cont.	<p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with grading and construction requiring fill of wetlands or other waters of the U.S. or waters of the state, the owner/applicant shall submit a wetland mitigation and monitoring plan (MMP) for the restoration of these waters within the selected water alignment to the US Army Corps of Engineers (USACE) and Central Valley Regional Water Quality Control Board (RWQCB) for review and approval of those portions of the plan over which they have jurisdiction. The Mitigation and Monitoring Plan (MMP) would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of restoration activities, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.</p> <p>At minimum, the MMP shall provide the following information:</p> <ul style="list-style-type: none"> • A description and drawings showing the existing contours (elevation) and existing vegetation of the waters of the U.S. and State that would be impacted through trenching activities. This information shall include site photographs taken at each impacted water. • Methods used to ensure that trenching within waters of the U.S. and State do not adversely alter existing hydrology, including the draining of the waters (e.g., use of cut-off walls). • The methods used to restore the site to the original contour and condition, as well as a plan for the revegetation of the site following installation of the 	G	CD (E)		

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58. Cont.	<p>improvements.</p> <ul style="list-style-type: none"> • Proposed schedule for restoration activities 				
59.	<p><i>100 Year Flood Plain Boundary</i> 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 	G, I	CD (E), PW	The owner/applicant has included the 100-year floodplain boundary on the grading plans for the proposed water quality/hydro-modification basin on the east side of East Bidwell Street. The grading plans were reviewed and approved by the City prior to commencement of grading in the Spring of 2019. There are no 100-year floodplains located within the boundaries of the Enclave at Folsom Ranch subdivision.	Yes

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59. Cont.	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.				

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
60.	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 subject to prior approval of the City.	G, I	CD (E), PW	The grading and construction of the improvements for The Enclave at Folsom Ranch subdivision did not impact any existing 100-year floodplain boundary and therefore there is no requirement for the subdivision to process either a CLOMR or LOMR with the City and FEMA.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
61.	<p><i>Swainson's Hawk Nesting Habitat</i> 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 <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000)</i> 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)(E) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction surveys for Swainson's hawks. No active nests were observed during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the Enclave at Folsom Ranch subdivision.	Yes
62.	<p><i>Swainson's Hawk Habitat</i> Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs</p>	G	CD (P) California Department of	The owner has secured and recorded a Conservation Easement on a City approved Swainson's hawk foraging habitat	Yes

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62. Cont.	<p>first, the owner/applicant shall secure suitable Swainson's Hawk foraging habitat to ensure appropriate 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 habitat value or 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 (<i>Buteo Swainsoni</i>) in the Central Valley of California. If such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement, the ratio for habitat value shall be 0.5:1. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County and the habitat value shall be 1:1. 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</p>		Fish and Wildlife	mitigation site in Sacramento County. The foraging site was approved in advance by the CDFW. A copy of the recorded easement is on file with the Community Development Department.	

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62. Cont	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				
62. 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</p>	G	CD(P)(E) California Department of Fish and Wildlife		

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62. Cont.	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.				
63.	<p><i>Burrowing Owl</i> 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)(E) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction nesting raptor surveys, including burrowing owls. No burrowing owl nesting activity was observed during any of the surveys. Results of the surveys were submitted to the CDFW and the City prior to commencement of grading in the Enclave at Folsom Ranch subdivision.	Yes

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64.	<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)(E) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction nesting raptor survey. An active Red-Tailed Hawk nest was observed in the vicinity of the subdivision during the survey. The owner/applicant coordinated with the California Department of Wildlife (CDFW) and established an acceptable buffer area in the vicinity of the active nest. The owner/applicants Qualified Biologist provided monitoring of the nest until such time the fledglings vacated the nest in August of 2019. The survey and monitoring results were submitted to CDFW. Upon CDFW approval, grading and construction in the vicinity of the nest was allowed to proceed in accordance with the CFDW approval.	Yes

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65.	<p><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i></p> <p>To avoid and minimize impacts to tricolored blackbird, the owner/applicant of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</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 DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.</p>	G	CD(P)(E) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction nesting bird surveys for tricolored blackbird. No tricolored blackbird nesting colonies were observed during these surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the Enclave at Folsom Ranch subdivision.	Yes

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66.	<p><i>Other Nesting Special-Status and Migratory Birds</i> 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)(E) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction nesting bird surveys within the project area. No nesting birds other than the active Red-Tailed Hawk nest were located during the preconstruction survey. Surveys were submitted to CDFW prior to the commencement of grading in the subdivision.	Yes

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67.	<p>Valley Needlegrass The project shall preserve a total of 1.503 acres of Valley needlegrass grassland within the on-site Open Space areas. This includes 1.164 acres of Valley needlegrass grassland permanently protected in the Conservation Area and 0.339 acre protected in the Passive Recreation Open Space. Both of these types of Open Space will ultimately be managed by the City of Folsom under an approved Operations and Management Plan for the FPASP.</p> <p>Prior to ground-breaking activities including grading or construction, the owner/applicant, shall protect the existing Valley needlegrass grassland populations by a highly visible construction fence for avoidance during grading. Once construction is complete, graded areas within the Passive Recreation Open Space shall be restored to natural grassland conditions. These areas shall be seeded with a native seed mix which includes a majority of needlegrass species to ensure the establishment of additional areas of Valley needlegrass grasslands on site.</p>	G	CD(P)(E) California Department of Fish and Wildlife	The owner/applicant provided confirmation from a biological consultant that the Valley Needlegrass mitigation had been satisfied. Valley Needlegrass was transplanted from this subdivision to other open space areas in the FPA in accordance with the mitigation measure. The summary report is on file with the Community Development Department	Yes

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68.	<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)(P)	<p>There are no developed properties along the boundaries of the subdivision. Therefore, this condition does not apply to the subdivision.</p>	Yes

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69.	<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 prepare and disseminate a contractor awareness training program for all construction supervisors. The sensitivity training program will provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. The training shall be carried out each time a new contractor will begin work in the project area, and a minimum of once at the start of each construction season by that contractor. The qualified archeologist shall submit the completed training attendance roster and a copy of the training materials to the City and the USACE within 48 hours of delivery of the training program.</p>	G	CD (E) USACE	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Department.	Yes
70.	<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</p>	OG	CD (P)(E) Sacramento County Coroner Native American Heritage Commission	No human remains were discovered during the course of grading and construction.	Yes

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70. Cont.	<p>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 (NAHC), 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>				

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71.	<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 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 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)	No cultural materials were discovered during ground-disturbing activities.	Yes

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72.	<p><i>Geoarcheological Monitoring</i> In the event that any grading will occur within areas determined to require geoarcheological monitoring, the owner/applicant shall retain a qualified professional geoarcheologist who has a graduate degree in the specialized discipline, possesses a demonstrated ability to carry research to completion, and has at least 24 months of professional experience and/or specialized training in geoarcheology. The geoarcheologist shall monitor the ground disturbing activities in the affected areas down to 1.5 meters below the surface. The monitoring geoarcheologist shall submit proof of monitoring in the form of daily field monitoring logs to the City and the US Army Corps of Engineers within 48 hours of completion of monitoring activities.</p>	G	CD (E)(P)	The owner/applicant retained a qualified geoarchaeologist to monitor the ground-disturbing activities subject to the monitoring requirement. Monitoring was carried out in March 2019 and no buried cultural resources were identified. The monitoring report was submitted to the USACE in March 2019 and a copy is on file with the City. In the event that additional ground disturbing activities occur within the areas subject to monitoring, the owner/applicant will retain a qualified geoarchaeologist to carry out monitoring.	Yes
73.	<p><i>Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.</i> The City shall ensure, through the enforcement of contractual obligations, that all contractors transport, store, and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by Caltrans, Central Valley RWQCB, local fire departments, and the County environmental health department.</p> <p>Recommendations shall include as appropriate transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using applicable Federal, state and/or local regulatory agency protocols. In addition, all precautions required by the Central Valley RWQCB-issued NPDES construction activity stormwater permits shall be taken to ensure that no hazardous materials enter any nearby waterways.</p>	G	CD (E)(P)	The owner/applicant has executed various construction contracts with contractors performing grading and construction in the subdivision that include the required provisions for the handling of any hazardous materials. The owner/applicant and the contractors are bound by the language in these executed contracts. Compliance with this condition has been monitored through construction inspection throughout the course of grading and construction.	Yes

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73. Cont.	<p>In the event of a spill, the City shall ensure, through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the local fire departments, the local environmental health department, or any other regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media.</p> <p>The storage, handling, and use of the construction-related hazardous materials shall be in accordance with applicable Federal, state, and local laws. Construction-related hazardous materials and hazardous wastes (e.g., fuels and waste oils) shall be stored away from stream channels and steep banks to prevent these materials from entering surface waters in the event of an accidental release. These materials shall be kept at sufficient distance (at least 500 feet) from nearby residences or other sensitive land uses. This includes materials stored for expected use, materials in equipment and vehicles, and waste materials.</p>				
74.	<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) PW	The owner/applicant has retained Youngdahl & Associates for monitoring and testing during grading and construction. Youngdahl & Associates will implement any required mitigation measures in the event that any slope failure hazards are identified. There have been no slope hazards identified thus far during grading in the subdivision.	Yes

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75.	<p><i>Minimize Utility Conflicts by Implementing an Underground Services Alert.</i> Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as “pot-holing”). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.</p>	G	CD (E) PW	There are general notes on all approved grading and improvement plans that requires the contractor to notify Underground Service Alert at least 48 hours in advance of any excavation. Compliance with this condition is verified through construction inspection by the City.	Yes
76.	<p><i>Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.</i> Prior to installation, the City shall consult with SCWA, SRCSD, CSD-1, and PG&E to determine proper installation methods and final design criteria to minimize the potential for disruptions to existing and planned utilities.</p>	G	CD (E) PW	The owner/applicant has consulted with all of the various public utilities (i.e. SMUD, PG & E, etc.) for the design and construction of the subdivision. Each of the public utilities have coordinated the construction such that there will be no disruption of service to existing residents during the grading and construction of the improvements in the subdivision.	Yes

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77.	<p><i>Improvement Plans</i> The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD (E)	The grading and improvement plans for the subdivision have been reviewed and approved by the City and are currently under construction by the owner/applicant.	Yes
78.	<p><i>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</i> Prior to submittal to the City of tentative maps or improvement plans the owner/applicants shall conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the owner/applicants shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City.</p>	I	CD (P)(E)	There are no existing dams either within or upstream of the subdivision that would require improvements. The condition is therefore not applicable to the subdivision.	Yes
79.	<p><i>Standard Construction Specifications and Details</i> 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 <i>Standard Construction Specifications and Details</i> and the <i>Design and Procedures Manual and Improvement Standards</i>.</p>	I	CD (P)(E)	There is a general note on all grading improvement plans in the subdivision that addresses this condition. Compliance has been monitored through construction inspection by the City.	Yes

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80.	<p><i>Water and Sewer Infrastructure</i> 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., the following criteria must be met;</p> <ul style="list-style-type: none"> • The owner/applicant shall provide public sewer and water main easements • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line along the entire water and/or sewer line alignment. • In no case shall a public water or public sewer line be placed on private residential property. • The domestic water and irrigation system shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>. 	I	CD (E)	All publicly owned and maintained water and sewer infrastructure to serve the subdivision will be placed within the public street right of-way or within a public water or sewer easement in accordance with this condition. All required public rights of way and public easements are shown on the Final Map for this subdivision.	Yes
81.	<p><i>Proposed Improvements on Adjoining Properties Not Owned by the Owner/Applicant</i> 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)	The owner/applicant has executed rights-of-entry with all adjoining property owners where grading will occur for the subdivision. The fully executed rights-of-entry are shown on the approved improvement plans and are on file with the Community Development Department.	Yes

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82.	<p><i>SPTC-JPA Approval</i> The owner/applicant shall cooperate with the City to obtain written approval from both the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA) and the Public Utilities Commission (PUC) for any proposed crossing(s) of work within the existing JPA corridor which parallels Old Placerville Road. The owner/applicant shall provide written approval from both the SPTC-JPA and as required by the PUC to the City prior to approval of grading and/or improvement plans. The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</p>	I	CD (E)	The required on-site and off-site improvements for this subdivision do not encroach into the existing SPTC-JPA Corridor adjoining Placerville Road. Therefore this condition does not apply to this subdivision.	Yes

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83.	<p><i>Lighting Plan</i> 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 Enclave at Folsom Ranch Design Guidelines:</p> <ul style="list-style-type: none"> • shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off site glare. 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. The Lighting Plan was reviewed and approved by the City prior to improvement plan approval. A copy of the lighting plans are available at the Community Development Department.	Yes

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84.	<p><i>Above Ground Utility Site Design Review Application</i> 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>	G, I	CD (P)(E) EWR	The landowners in the Folsom Plan Area obtained Site Design review approval by the City for the above ground Phase 1 backbone infrastructure facilities that have been completed and accepted by the City. These facilities are currently being operated and maintained by the City.	Yes
85.	<p><i>Utility Coordination</i> The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I	CD (P)(E)	The owner/applicant has coordinated with all public utilities that will provide service to the subdivision. Bonding for the construction of the joint trench facilities to serve this subdivision are provided in the subdivision improvement agreement for this subdivision.	Yes
86.	<p><i>Implement Corrosion Protection Measures.</i> 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.</p>	I	CD(E), EWR	All required corrosion protection measures are shown on the approved plans for this subdivision. The Community Development Department and the Environmental & Water Resources Department have reviewed and approved these plans. Verification of the installation of the required corrosion protection measures has been provided through construction inspection by the City.	Yes

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87.	<p><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i> 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.</p>	I	CD (E), EWR	The improvements plans for all water systems have isolation valves and incorporate City design standards that allow the City to isolate portions of the City's water system in the event of failure.	Yes
88.	<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>	I, OG	CD (E)	General notes have been included on the approved improvement plans for this subdivision requiring compliance with this condition. Compliance has been monitored through construction inspection by the City.	Yes
89.	<p><i>Scott Road/Easton Valley Parkway Intersection</i> Prior to the issuance of the first building permit, the owner/applicant shall have completed all intersection improvements at the Easton Valley Parkway/Scott Road Intersection and the Easton Valley Parkway/Street 1 Intersection and they shall be operational, to the satisfaction of the City.</p>	B	CD (E), PW	The off-site improvement plans for the Enclave at Folsom Ranch subdivision includes the required improvements for this condition. The improvements	Condition will be satisfied prior to issuance of a building permit.

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90.	<p><i>Future Utility Lines</i> If applicable, all future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	B	CD (E)	All public utility joint trench facilities, less than 69kV, have been placed underground in the subdivision in compliance with this condition. All required public utility easements for the joint trench facilities to serve this subdivision are shown on the Final Map.	Condition will be satisfied prior to issuance of a building permit.
91.	<p><i>Off-site Trunk Sewer Main</i> The owner/applicant shall design and construct the off-site trunk sewer main as shown in Preliminary Offsite Infrastructure Plan attached to the vesting tentative subdivision map. The off-site sewer trunk mains, the sewer maintenance roads, sanitary sewer lift station(s), and sewer forced mains extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCS D) lift station 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>	B	CD (E)	The owner/applicant has completed the required sewer trunk main, lift station and forced mains to serve the subject Phase 1 subdivision. The Owner/applicant developed a flushing plan that was reviewed and approved by the City Engineer and the Environmental and Water Resources Department in accordance with the condition of approval.	Yes

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92.	<p><i>Water Reservoirs, Water Booster Pump Stations, Pressure Reducing Valve Stations, and Sewer Lift Stations</i> 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.</p>	I	CD (E), EWR	The Landowners in the Folsom Plan Area designed and constructed the sewer lift station, the water reservoir and pressure reducing valve stations under supervision and inspection by the Community Development Department and the Environmental and Water Resources Department. These Phase 1 backbone improvements have been accepted by the City and are currently in operation.	Yes
93.	<p><i>Water Meter Fixed Network System</i> The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system.</p>	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection.	Yes
94.	<p><i>Vertical Curb</i> All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P)(B)	The City has reviewed and approved all required improvement plans to verify compliance with this condition of approval.	Yes
95.	<p><i>Class II Bike Lanes</i> All Class II bike lanes shall be striped and painted green. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)	The Class II bike lane striping and painting has been completed to the satisfaction of the City. No parking signs will be placed to prohibit parking in the Class II bike lanes.	Yes
96.	<p><i>Noise Barriers</i> Based on the Supplemental Environmental Noise Assessment prepared by Bollard Acoustical Consultants on April 8, 2016, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <p style="padding-left: 40px;">An 8-foot solid noise barrier would be required to</p>	I	CD (E)(P)	The landscape plans for the subdivision include retaining walls and sound walls along Alder Creek Parkway (formerly Easton Valley Parkway) Old Ranch Way and Westwood Drive. The retaining walls and sound walls (noise barriers) are included on the landscape plans for the subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
96. Cont.	<p>reduce future Easton Valley Parkway traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn. This barrier is specified relative to backyard elevation unless the backyard elevation is below the roadway elevation, in which case the barrier height is specified relative to roadway elevation.</p> <ul style="list-style-type: none"> • A 7-foot solid noise barrier would be required to reduce future New Placerville Road traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn. This barrier is specified relative to backyard elevation unless the backyard elevation is below the roadway elevation, in which case the barrier height is specified relative to roadway elevation. • Suitable materials for the traffic noise barriers include masonry and precast concrete panels. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use. The design of the noise barriers shall be consist with the Enclave at Folsom Ranch Design Guidelines. • Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. • All second-floor bedroom windows of the lots located adjacent to Easton Valley Parkway from which the roadway is visible should have a minimum STC rating of 32. 			<p>The sound wall heights and materials are in conformance with the approved acoustical study for the subdivision.</p>	

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97.	<p><i>Master Plan Updates</i></p> <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 looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water</p>	G, I	CD(E), EWR, PW	The owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit for the subdivision. Copies of the Master Plans are available from the Community Development Department.	Yes

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97. Cont.	<p>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> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>				

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98.	<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/applicant 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 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 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</p>	G, I	CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB	The owner/applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) which implements stormwater water quality practices in accordance with the Stormwater Quality Design Manual for Sacramento and Placer Regions. There are no offsite improvements needed for support of the Enclave at Folsom Ranch drainage system.	Yes

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98. Cont.	<p>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. The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Enclave at Folsom Ranch Subdivision drainage system.</p>				

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99.	<p><i>Best Management Practices</i></p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, “Hydrology and Water Quality,” are met and shall be designed as off-stream detention basins.</p>	G, I	CD (E)	<p>The owner/applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) which implements stormwater water quality practices in accordance with the Stormwater Quality Design Manual for Sacramento and Placer Regions. The SWPPP incorporates all current “Best Management Practices”. Compliance has been monitored through construction inspection by the City. The subdivision drainage system design provides for not net increase in storm runoff to existing drainage ditches and streams in accordance with this condition.</p>	Yes

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99. Cont.	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.				

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100.	<p><i>Litter Control</i> During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)	A general note is included on the approved plans for the subdivision to address this condition. Compliance has been monitored through construction inspection by the City.	Yes

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101.	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The owner/applicant 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), FD	The Community Development Department and the Fire Department have reviewed and approved all proposed improvement plans for the construction of the water and fire flow system for the entire subdivision.	Yes

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102.	<p><i>Prepare fuel modification plan (FMP).</i> If applicable, 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. The owner/applicant shall obtain off-site easements for the required for the fuel modification buffer.</p> <p>The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.</p>	G, I, M, B	CD (P), FD	The owner/applicant has submitted the Fuel Modification Plan (FMP) to the Community Development Department and the Fire Department. The FMP has been approved by the Community Development Department and the Fire Department. Funding for the maintenance of the fuel modification area shall be through the subdivision's HOA.	Yes
103.	<p><i>All-Weather Access and Fire Hydrants</i> The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other</p>	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for the entire subdivision. Building permits will not be issued prior to these improvements being completed to the satisfaction of the Community Development Department and the Fire Department.	Yes

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103. Cont.	<p>approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two-inch asphalt concrete over six-inch aggregate base from October to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p> <ul style="list-style-type: none"> • 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 unless an alternative is specifically included within this approval. • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code. Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required. • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30 • The first Fire Station planned for the Folsom Ranch 				

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103 Cont.	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.				
104.	<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>	I, B, O	CD (E), FD, PW	<p>The City Fire Department has reviewed and approved the improvements plans for the Enclave at Folsom Ranch subdivision to verify compliance with applicable Fire Codes.</p> <p>The Community Development Department and Fire Department will review all future building plans in the subdivision to verify compliance with these conditions. There are no proposed gates in the subdivision.</p>	Yes

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105.	<p><i>Reclaimed Water Pipe</i> The owner/applicant shall install a reclaimed water “purple” pipe conveyance and 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 privately maintained by the owner/applicant, etc. in accordance the Folsom Plan Area Specific Plan Environmental Impact Report. The reclaimed water pipe conveyance and 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 reclaimed water pipe conveyance and irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p>	I	CD (E)(P) EWR, PK	The Reclaimed Water Master Plan has been revised to include the installation of the backbone reclaimed water infrastructure along Alder Creek parkway which also includes the Enclave at Folsom Ranch subdivision. The owner/applicant has installed all of the required backbone pipeline network for reclaimed water transmission in Alder Creek Parkway and East Bidwell Street. The reclaimed water system (purple pipe) will be temporarily served with City potable water until such time there is a source of reclaimed water secured and conveyed to the Folsom Plan Area. In the future after the source is secured, the reclaimed water will replace the potable water in the pipelines that are already purple.	Yes
106.	<p><i>Landscaping Plans</i> 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, and shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California</p>	I, OG	CD(P), PW	The owner/applicant has prepared landscape plans for all supporting backbone roadways (Alder Creek Parkway, Westwood Drive and Old Ranch Way) for the subdivision. The landscape plans have been reviewed by the City and the landscape improvement are expected to be on-going through the rainy season under construction. The landscape plans are in accordance with all City requirements, this condition of approval and the Design Guidelines for the Folsom Plan Area.	Yes

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106. Cont.	(Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Landscaping installed in open spaces located between tiers of lots shall be chosen for resistance to fire and limited fuel production. Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Enclave at Folsom Ranch Subdivision project.				
107.	<i>Right of Way Landscaping</i> Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.	I, OG	CD (P), PW	The Community Development Department has reviewed the required landscape and irrigation plans for the Enclave at Folsom Ranch subdivision including Alder Creek Parkway, Westwood Drive and Old Ranch Way. The landscaping and irrigation improvements will be constructed together with the subdivision's public improvements in compliance with this condition.	Yes

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108.	<p><i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)	The required subdivision improvement agreement will be included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes
109.	<p><i>The Final Inclusionary Housing Plan</i> 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 Enclave at Folsom Ranch Subdivision.</p>	M	CD (P)(E)	The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.	Yes

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110.	<p><i>Homeowner's Association</i> The owner/applicant shall form a Homeowners 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/retention basins and association channels, maintenance of water quality ponds, maintenance of sanitary sewer improvements, and maintenance of any other on-site facilities throughout the life of the project to the satisfaction of the Community Development Department. 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. for the ownership and maintenance of all landscaped open spaces and common areas. 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>	M	CD (P)(E)	The owner/applicant has prepared the subdivision's C.C. & R.'s. The Community Development Department has reviewed and approved the C.C. & R.'s for compliance with this condition. The C.C. & R.'s will be recorded concurrently with the recording of the Enclave at Folsom Ranch final map.	Yes

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111.	<p><i>Conditions, Covenants, and Restrictions (CC&Rs)</i> The owner/applicant shall disclose to the homebuyers in the Covenants, Conditions, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> 1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) The soil in the subdivision may contain naturally occurring asbestos. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be 	M	CD (P) PK	<p>The owner/applicant has prepared the subdivision's C.C. & R.'s. The Community Development Department has reviewed and approved the C.C. & R.'s and verified that they include the disclosures in compliance with this condition. The C.C. & R.'s will be recorded concurrently with the recording of the Enclave at Folsom Ranch final map.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
111. Cont.	<p>accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>				

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
112.	<p><i>Financing Districts</i> The owner/applicant shall form a Landscape and Lighting Assessment District, a Community Services District, and/or a Home Owners Association, which shall be responsible for 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. Vegetation or plant spacing 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.</p>	M	CD (P)(E)	The owner/applicant has formed a Homeowner's Association (HOA) for the Enclave at Folsom Ranch subdivision. The HOA will fund the maintenance of the private streets, the gates, the private landscaping, etc. in the subdivision. The landscape corridors along the subdivision frontage of Alder Creek Parkway and Westwood Drive will be funded by the existing CFD 18 Maintenance District.	Yes
113.	<p><i>Public Utility Easements</i> The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as public utility easements for underground public facilities on properties adjacent to the streets. Twelve and one-half-foot (12.5') wide Public Utility Easements for underground public facilities shall be dedicated adjacent to all private and public streets for other public utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone). The width of the public utility easements adjacent to public and private streets may be reduced with prior approval from public utility companies. 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.</p>	M	CD (E)	The owner/applicant has dedicated a public utility easement (PUE) along all of the streets along the boundary of the subdivision as well as along the internal streets within the subdivision. All required easements are shown on the final map. The width of the PUE's varies between 5 feet and 12.5 feet. The variable widths have been approved by the public utility companies serving this subdivision.	Yes

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114.	<i>Final Map Phasing</i> Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.	M	CD (E)	The Enclave at Folsom Ranch subdivision final map will be grading and constructed with only one phase.	Yes
115.	<i>Backbone Infrastructure</i> As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA.	M	CD (E)	The owner/applicant has provided fully executed grant deeds, legal descriptions and plats for all of the required Backbone Infrastructure in the subdivision. Copies of all of the grant deeds for real property as well as public easements are on file in the Community Development Department. The owner/applicant provided the City with fully executed rights-of-entry for grading needed on adjoining properties prior to the commencement of grading in the Spring of 2019.	Yes
116.	<i>New Permanent Benchmarks</i> 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.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer. The required benchmarks are in place and currently in use.	Yes

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117.	<p><i>Maintenance Plan Final Approval</i> No final map will be accepted by the city for processing and review until such time that the Open Space Management and Financing Plan, the Drainage Facilities Maintenance and Financing Plan and the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance Community Facilities District is formed and approved by the City Council.</p>	M	CD (E)	The City Council adopted Resolution No. 9666 and 9667 for the formation of CFD No. 18, which includes the special tax assessments for all of the items listed in this condition. All of the required CFD's included in this condition have been established and approved by the City Council.	Yes

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118.	<p><i>Community Facilities Districts and Financing Plans</i> Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the ARDA and any further 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)	The City Council adopted Resolution No. 9666 and 9667 for the formation of CFD No. 18, which includes the special tax assessments for all of the items listed in this condition. All of the required CFD's included in this condition have been established and approved by the City Council.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
119.	<p><i>Water Supply Availability</i> 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), EWR	The owner/applicant has constructed the necessary infrastructure to provide potable water to the Enclave at Folsom Ranch subdivision. The potable Phase 1 water infrastructure has been reviewed, approved and accepted by the City and is currently in operation.	Yes
120.	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i> 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 building permit shall not be issued for any building within the project 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	The off-site potable water infrastructure to serve the Enclave at Folsom Ranch subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision.	Yes

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121.	<p><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i> 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	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes
122.	<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> 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	The Phase 1 Sanitary Sewer infrastructure including the off-site sewer trunk main, the Alder Creek Parkway sewer lift station and forced main to serve this subdivision have been constructed by the FPA landowners and have been completed and accepted by the City and are currently in operation.	Yes

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123.	<p><i>Centralized Mail Delivery Units</i> 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)	The Final Map includes an easement for the construction and maintenance of centralized mail delivery boxes in the subdivision.	Yes
124.	<p><i>Implement Additional Measures to Reduce Operational GHG Emissions.</i> Energy Efficiency</p> <ul style="list-style-type: none"> • Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). • Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%). • Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. • Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. • Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes. <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> • With the exception of ornamental shade trees, use 	B	CD (E)	The Community Development Department Building Division will review and approve all building permits in the subdivision to verify compliance with this condition. In addition, the Community Development Department Planning and Engineering Division has reviewed and approved all of the landscape and irrigation plans for the subdivision and verified compliance with City and State Codes water efficiency and conservation as well as other required measures outlined in this condition.	Condition will be satisfied prior to building permit issuance.

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124. Cont.	<p>water-efficient landscapes with native or drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces.</p> <ul style="list-style-type: none"> • Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. • Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. • Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. 				
124. Cont.	<ul style="list-style-type: none"> • Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. • Provide education about water conservation and available programs and incentives. • To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers. <p>Solid Waste Measures</p> <ul style="list-style-type: none"> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). • Provide interior and exterior storage areas for 	B	CD (E)		

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124. Cont.	<p>recyclables and green waste at all buildings.</p> <ul style="list-style-type: none"> • Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. • Provide education and publicity about reducing waste and available recycling services. <p>Transportation and Motor Vehicles</p> <ul style="list-style-type: none"> • Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing). • Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). 				
125.	<p><i>Recorded Final Map</i> 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.</p>	B	CD (E)	The Community Development Department will require the copies of the recorded final map to be submitted prior to approval of the first building permit in the subdivision.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
126.	<p><i>Recorded Final Map</i> Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD(E), FCUSD	The Community Development Department will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the subdivision.	Condition will be satisfied prior to issuance of a building permit.

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127.	<p><i>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</i></p> <p>The owner/applicant shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> • Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. • External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. • Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. • Loading docks shall be located and designed so that 	B	CD (E)	<p>The Community Development Department will review and approve all building permits in the Folsom Plan Area to verify compliance with this condition. General notes have been placed on all approved grading and improvement plans that require these noise related mitigation measures to be satisfied. Compliance have been through construction inspection by the City. At this time, there are no noise sensitive receptors within 600 feet of the grading and construction in this subdivision.</p>	Yes

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127. Cont.	noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.				

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128.	<p><i>Design Review Approval</i> Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Enclave at Folsom Ranch Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be approved by the Planning Commission.</p>	B	CD (P)	The City Planning Commission approved the proposed residential units in the subdivision. The Design Review of these residential units was approved prior to the issuance of the first building permit in the subdivision.	Yes
129.	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i> The owner/applicant of each project phase 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)(P)	The Community Development Department will review and approve all building permits in the Folsom Plan Area to verify compliance with this condition.	Condition will be satisfied prior to issuance of a building permit.
130.	<p><i>East Bidwell/Iron Point</i> 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>	B	CD (E), PW	The condition will be satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	
131.	<p><i>Scott Road (West)/White Rock Road</i> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed.</p>	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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132.	<p><i>Empire Ranch Road/Iron Point Road Intersection</i> To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> • The eastbound approach 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	This condition will be satisfied through the payment of the SPIF Off-Site Roadway Set Aside Fee approved by the City Council on June 11, 2019 through Resolution No. 10300.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
133.	<p><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 the owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
134.	<p><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 the owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
135.	<p><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.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
136.	<p><i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i> 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.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
137.	<p><i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i> 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.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
138.	<p><i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i> 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).</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
139.	<p><i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i> 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.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
140.	<p><i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i> 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.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
141.	<p><i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i> 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.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
142.	<p><i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i> 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.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 17-132)
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NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50
TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
143.	<p><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i> 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	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
144.	<p><i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i> 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	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
145.	<p><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i> 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 the 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	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	
146.	<p><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 the owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
147.	<p><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.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
148.	<p><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.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
149.	<p><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.</p>	B (pay PFFP fee and Transit fee)	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance of a building permit.
150.	<p><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</p>	B (pay PFFP fee)	CD (E), PW	This condition will be satisfied through the payment of the SPIF Off-Site Roadway Set Aside Fee approved by the City Council on June 11, 2019 through Resolution No. 10300.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
151.	<p><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 the owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B (pay PFFP fee)	CD (E), PW	This condition will be satisfied through the payment of the SPIF Off-Site Roadway Set Aside Fee approved by the City Council on June 11, 2019 through Resolution No. 10300.	Condition will be satisfied prior to issuance of a building permit.

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 17-132)
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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
152.	<p><i>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road</i></p> <p>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	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
153.	<p><i>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</i> 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.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
154.	<p><i>Grant Line Road/State Route 16 Intersection</i> 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 € , PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
155.	<p><i>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</i> 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	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
156.	<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	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
157.	<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	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
158.	<p><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</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
159.	<p><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 the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
160.	<p><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.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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WEST OF PLACERVILLE ROAD, EAST OF EAST BIDWELL STREET,
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TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
161.	<p><i>Participate in the City's Transportation System Management Fee Program</i> The owner/applicant for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	B	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance of a building permit.
162.	<p><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program</i> 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.</p>	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF) and the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
163.	<p><i>Sibley Street/Blue Ravine Road Intersection</i> 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 lanes, 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</p>	B Pay PFFP fee	CD (E), PW	This condition will be satisfied through the payment of the SPIF Off-Site Roadway Set Aside Fee approved by the City Council on June 11, 2019 through Resolution No. 10300.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
164.	<i>East Bidwell Street/Nesmith Court</i> To ensure that the East Bidwell Street/Nesmith Court 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/College Street intersection	B Pay PFFP fee	CD (E), PW	This condition will be satisfied through the payment of the SPIF Off-Site Roadway Set Aside Fee approved by the City Council on June 11, 2019 through Resolution No. 10300.	Condition will be satisfied prior to issuance of a building permit.
165.	<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.	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
166.	<i>Oak Avenue Parkway/Middle Road Intersection</i> To ensure that the Oak Avenue Parkway/Middle Road intersection (as shown in the FPA) operates at an acceptable LOS, control all movements with a stop sign.	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
167.	<i>Hazel Avenue between Madison Avenue and Curragh Downs Drive</i> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
168.	<p><i>White Rock Road/Windfield Way Intersection</i> To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection.</p>	B Pay SCTDF	PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
169.	<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.</p> <p>Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection.</p>	B Pay SCTDF	PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
170.	<p><i>Grant Line Road between White Rock Road and Kiefer Boulevard</i> To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
171.	<p><i>Grant Line Road between Kiefer Boulevard and Jackson Highway</i> To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
172.	<p><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i> The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements on Hazel Avenue, 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	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
173.	<p><i>White Rock Road between Grant Line Road and Prairie City Road</i> 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 must be implemented by Sacramento County.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom Plan Area impacts.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.</p>	B Pay SCTDF	Sacramento County	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
174.	<p><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i> 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.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.</p>	B Pay SCTDF	Sacramento County	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
175.	<p><i>White Rock Road/Carson Crossing Road Intersection</i> 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 must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
176.	<p><i>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</i> 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 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.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
177.	<p><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.</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 from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
178.	<p><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.</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. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
179.	<p><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</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 applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
180.	<p><i>Credit Reimbursement Agreement</i> Prior to the recordation of the first final map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)	The owner/applicant and the City have executed the required Specific Plan Infrastructure Fee (SPIF) credit/reimbursement agreements. The SPIF credit/reimbursement agreements are on file with the Community Development Department.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
181.	<p>The two project vehicle entry gates shall swing inward and away from the public streets.</p> <p>In addition, vehicle queuing at the two entry gates shall be monitored by the Community Development Department and the Home Owners Association on an ongoing basis to verify that vehicles are not backing up into the adjacent public streets. In the event that vehicle queuing at the two entry gates becomes a public safety issue, the two vehicle entry gates will be required to remain open during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours on weekdays.</p>	I, O	CD (P)(E)	<p>The Community Development Department has reviewed and approved the Enclave at Folsom Ranch improvements plans for the proposed gates. The gates have been designed to open inward in accordance with this condition. The Community Development Department in conjunction with the Homeowner's Association will monitor the gate operation to make sure that queuing does not extend into Alder Creek Parkway or Old Ranch Way.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
182.	<p>Landscaping Plan Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions.</p>	B	CD (P) (E)	The owner/applicant has submitted landscape and irrigation plans for the subdivisions landscaping along the street frontages around the subdivision and for the privately maintained landscape and irrigation improvements within the boundaries of the subdivision. The landscape and irrigation plans will be approved by the Community Development Department prior to issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit.
183.	<p>Walls/Fences/Gates The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department to ensure consistency with the Enclave at Folsom Ranch Design Guidelines.</p>	B	CD (P) (E)	The Community Development Department will review and approve the proposed gate plans for the subdivision prior to issuance of a building permit. The proposed gates will be placed at the subdivision entries on Alder Creek Parkway and Old Ranch Way.	Condition will be satisfied prior to issuance of a building permit.
184.	<p>Mechanical Equipment Screening All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.</p>	B	CD (P) (E)	The Community Development Department will review and approve all residential plot plans to verify compliance with this condition prior to issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit.
185.	<p>City Corporation Yard The location tentatively identified for acquisition by the City for the City's new Corporation Yard in Section 2.2.3.4</p>	M	CD (E)(P)	The City has completed the annexation process with LAFCO to add the future corporation site to the City of Folsom	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
185. Cont.	<p>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 the First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), a site consistent with the requirements of Section 2.2.3.4 of the ARDA, as may be amended or as otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard, with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site consistent with the forgoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City Council.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required,</p>			Limits. The grant deed for the transfer of the Corporation Yard to the City has recorded in the Official Records of Sacramento County and LAFCO has recorded the Certificate of Completion in Book 20181207 at Page 0779 in the Official Records of Sacramento County completing the annexation process.	

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	with at least substantially similar terms, although precise language may differ (whether through a				
185. Cont.	<p>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> <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</p>	M	CD (E)(P)		

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185. Cont.	<p>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. 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. 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>				
186.	<p>School Sites 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</p>	M	CD (E)(P)	<p>The City, the Folsom Cordova Unified School District (FCUSD) and the Landowners in the Folsom Plan Area successfully negotiated the proposed locations of the combined middle school/high school site. The City Manager informed the Landowners that this condition of approval has been satisfied with a letter dated June 12, 2018. The</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
186. Cont.	<p>not be preferred.</p> <p>Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), the site(s) for the future high school and middle school in the Folsom Plan Area will be identified and approved by the City, in consultation with the Folsom Cordova Unified School District.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific</p> <p>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>			letter is on file with the City.	

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
186. Cont.	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. 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:				

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186. Cont.	<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>	M	CD (E)(P)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
187.	The design of the proposed interim detention/hydro-modification basin shall be reviewed and approved by the City. The design shall include City approved vehicular access by City operation and maintenance vehicles to the entire interim basin including but not limited to, the inlets and outfalls for the basin. The improvement plans for the proposed interim basin shall be reviewed and approved by the City prior to approval of the Final Subdivision Map.	M	CD (P)	The owner/applicant revised their infrastructure plans to eliminate the proposed interim detention/hydro-modification basin. Instead, the owner/applicant has constructed the permanent detention/hydro-modification basin south of the subdivision and east of East Bidwell Street. The design of the permanent detention/hydro-modification has been reviewed and approved by the City and the permanent basin should be complete and operational in December of 2019.	Yes
188.	The owner/applicant shall construct Easton Valley Parkway to its ultimate horizontal and vertical alignment between Scott Road and New Placerville Road. Easton Valley Parkway shall include one lane of travel in each direction and shall include the intersections of Scott Road and New Placerville Road as shown on the approved Vesting Tentative Subdivision Map. In addition, the owner/applicant shall be responsible for constructing all turn lanes and frontage improvements required along Easton Valley Parkway, New Placerville Road and Street 1 for the proposed vesting small lot tentative subdivision map. All required improvements including, but not limited to, water, sanitary sewer, storm drainage and roadway improvements as shown on the approved vesting tentative subdivision map shall be constructed with the first phase to the satisfaction of the City.	M	CD (E)(P)	The owner/applicant is currently constructing the required roadway improvements to Easton Valley Parkway (now Alder Creek Parkway) between Scott Road (now East Bidwell Street) and new Placerville Road (now Westwood Drive). The roadway improvements are being constructed to their ultimate horizontal and vertical alignment in accordance with this condition. The required roadway improvements are expected to be complete and operational by December of 2019. There is only one phase for the Enclave at Folsom Ranch subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
189.	The owner/applicant shall construct New Placerville Road to its ultimate horizontal and vertical alignment from its intersection with Easton Valley Parkway to the intersection of Street 1 and shall construct Street 1 to its ultimate horizontal and vertical alignment from its intersection with Scott Road to the intersection of New Placerville Road as shown on the approved vesting tentative subdivision map.	M	CD (E)(P)	The owner/applicant is currently constructing the required roadway improvements to New Placerville Road (now Westwood Drive) between Easton Valley Parkway (now Alder Creek Parkway) and Street 1 (now Old Ranch Way). The roadway improvements are being constructed to their ultimate horizontal and vertical alignment in accordance with this condition. The required roadway improvements are expected to be complete and operational by December of 2019.	Yes
190.	The owner/applicant shall construct Scott Road from the intersection of Street 1 to the intersection of Easton Valley Parkway to its ultimate horizontal and vertical alignment and elevation as shown on the approved Vesting Tentative Subdivision Map. The ultimate horizontal and vertical alignment will include the entire of the two (2) noted intersections from curb return to curb return. The owner/applicant will be permitted to construct interim roadway transitions extending south of the Street 1/Scott Road intersection and extending north of the Easton Valley Road/Scott Road to connect to the existing Scott Road to the satisfaction of the City.	M	CD (E)(P)	The owner/applicant is currently constructing the required roadway improvements to Scott Road (now East Bidwell Street) between Street 1 (now Old Ranch Way) and Easton Valley Parkway (now Alder Creek Parkway). The roadway improvements are being constructed to their ultimate horizontal and vertical alignment in accordance with this condition. The required roadway improvements are expected to be complete and operational by December of 2019.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
191.	The owner/applicant shall provide a funding mechanism for the operation and maintenance (O&M) of the proposed interim detention/hydro-modification basin (basin), which will be maintained by the City. The owner/applicant shall also be required to prepare an O&M manual for the proposed interim basin and the manual shall be subject to review and approval by the City. The funding for the operation and maintenance of the basin shall remain in place until such time the required permanent basin(s) are constructed by others downstream in accordance with the Folsom Plan Area Storm Drainage Master Plan by others. The funding mechanism shall be in place and the funding available to the City and the O& M manual shall be reviewed and approved by the City prior to approval of the Final Subdivision Map.	M	CD (E), PW	The owner/applicant has eliminated the previously contemplated interim detention/hydro-modification basin and is currently constructing the permanent detention/hydro-modification basin. Therefore there is no requirement to provide a funding mechanism for the previously contemplated interim detention/hydro-modification basin.	Yes
192.	The owner/applicant shall be solely responsible for the entire cost to remove the interim basin and the temporary stockpile of fill material needed to restore Parcel 2 to a developable condition at such time the permanent basins are constructed downstream by others in accordance with the Folsom Plan Area Storm Drainage Master Plan. The owner/applicant shall also be responsible for the abandonment of the public storm drainage easement(s) that will no longer be necessary at such time the interim basin and stockpile of fill material have been removed to the satisfaction of the City. The owner/applicant shall be required to execute an agreement with the City to guarantee funding for the removal of the interim basin and temporary stockpile of fill material prior to approval of the Final Subdivision Map.	M	CD (E), PW	The owner/applicant has eliminated the previously contemplated interim detention/hydro-modification basin and is currently constructing the permanent detention/hydro-modification basin. Therefore, there is no requirement to remove the previously contemplated interim detention/hydro-modification basin.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
193.	<p><i>90 Day Protest Period</i> 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)	The vesting tentative subdivision map for the Enclave at Folsom Ranch subdivision was approved by the City Council. The City did not receive any protest for the required fees from the owner/applicant during the established 90-day protest period which commenced on the date of City Council approval.	Yes
194.	<p><i>Final Parcel Map</i> The applicant shall submit a Final Parcel Map to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Tentative Parcel Map dated October 14, 2016 	OG	CD (E)(P)	The Final Parcel map for the Enclave at Folsom Ranch subdivision was approved by the City and recorded in Book 232 of Parcel Maps at Page 17.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
195.	<p><i>Development Rights</i> The approval of this Tentative Parcel Map and the recording of any Vesting Tentative Subdivision 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 Tentative Parcel 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)	<p>The Final Parcel Map that was approved by the City and recorded in Book 232 of Parcel Maps at Page 17 included a condition of approval that did not permit any development rights to the lands within the boundaries of the Parcel Map. The homebuilder in the Enclave at Folsom ranch subdivision has received Design Review Approval by the Planning Commission for the future residential units in the subdivision. The Enclave at Folsom Ranch subdivision Final Map is being approved as part of this resolution by the City Council. All required improvements for the subdivision are nearing completion and will be complete prior to issuance of the first building permit in the subdivision.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
196.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes
197.	<p>Street Names The street names identified below shall be used for the Final Parcel Map: Scott Road, Easton Valley Parkway, New Placerville Road, and Placerville Road.</p>	M	CD (E)(P)	Three (3) of the four (4) street names required in this condition have been modified through other project approval and are revised as follows; Scott Road is now East Bidwell Street, Easton valley Parkway is now Alder Creek Parkway and New Placerville Road is now Westwood Drive.	Yes

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198.	<p><i>Public Right of Way Dedication</i> As provided for in the Amended and Restated Development Agreement (ARDA) and the Amendment No. 1 thereto, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot as shown on the Tentative Parcel Map.</p>	M	CD (E)(P)	The owner/applicant provided the required public right-of-way on the Final Parcel Map recorded in Book 232 of Parcel Maps at Page 17.	Yes
199.	<p><i>FMC Compliance</i> The Final Parcel Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)	The Final Parcel Map was recorded in compliance with the approved tentative parcel map and the State Subdivision Map Act.	Yes
200.	<p><i>Single Phase</i> The Final Parcel Map shall be recorded in one phase.</p>	M	CD(E)	The Final Parcel Map was recorded in one phase.	Yes
201.	<p><i>Validity</i> 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.</p>	M	CD(E)	The City Council approved the Vesting Tentative Subdivision Map for the Enclave at Folsom Ranch on November 8, 2016. The Vesting Tentative Subdivision Map is valid until November 8, 2020.	Yes
202.	<p>The owner/applicant shall provide public storm drainage easement to the City for the proposed interim basin and any other publicly maintained storm drainage improvement which may be constructed outside the proposed public street right-of-way. The public storm drainage easement (s) shall be shown on the Final Parcel Map.</p>	M	CD (E)	The owner/applicant has eliminated the previously contemplated interim detention/hydro-modification basin and is currently constructing the permanent detention/hydro-modification basin. Therefore there is no requirement to provide an easement for the previously contemplated interim detention/hydro-modification basin.	

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203.	The owner/applicant shall provide public water main easement to the City for the proposed pressure reducing valve station which will be required and will be constructed outside the proposed public street right-of-way of Easton Valley Parkway west of New Placerville Road. The public water main easement (s) shall be shown on the Final Parcel Map.	M	CD (E)	The owner/applicant provided the required public water main easement on the Final Parcel Map recorded in Book 232 of Parcel Maps at Page 17.	Yes
204.	The owner/applicant shall dedicate all necessary public rights-of way for the future alignment for the ultimate width for Scott Road. The public right-of-way dedication shall be shown on the parcel map. The owner/applicant shall be required to negotiate with the City for the proposed relinquishment of the property owned by the City for existing Scott Road. The City owns the existing land within the existing Right-of-Way limits of Scott Road. The City therefore reserves the right to seek reasonable compensation for those sections of property within the boundaries of Scott Road that are proposed to be abandoned as shown on the tentative parcel map. The relinquishment of those City owned portions of existing Scott Road shall be completed to the satisfaction of the City prior to approval of the Final Parcel Map.	M	CD (E)	The owner/applicant provided the required public water main easement on the Final Parcel Map recorded in Book 232 of Parcel Maps at Page 17.	Yes

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205.	The owner/applicant shall provide written notice that Parcel 2 shall be encumbered by the construction of an interim detention/hydro-modification basin (interim basin) needed to serve proposed development on Parcel 1. The notice shall include a description of the proposed improvements, describe the required off-site permanent detention/water quality/hydro-modification improvements needed to be constructed in order to abandon the proposed interim basin and shall include a statement that development of Parcel 2 cannot proceed until such time the interim basin is removed to the satisfaction of the City. The notice shall be provided with a note on the parcel map and a recorded public storm drainage easement as required in Condition No. 205	M	CD (E), PW	The owner/applicant has eliminated the previously contemplated interim detention/hydro-modification basin and is currently constructing the permanent detention/hydro-modification basin. Therefore there is no requirement to provide the owner notification for the previously contemplated interim detention/hydro-modification basin.	Yes
206.	The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with the Enclave at Folsom Ranch subdivision.	Yes
207.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes
208.	If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the building plans, improvement plans, or beginning inspection, whichever is applicable.	M	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this Phase 1 subdivision. The City has collected deposits in advance of such work for these services.	Yes

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209.	This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (October 19, 2016). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	M	CD (P)(E), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.
210.	The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	M	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to conform to this condition.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
211.	The Enclave at Folsom Ranch Subdivision project shall be subject to all applicable mitigation measures and conditions of approval established for the Folsom Plan Area Specific Plan (FPASP) project and the Westland Eagle Specific Plan Amendment (WESPA) project. In the event that there are discrepancies between the FPASP and WEASP mitigation measures and conditions of approval, the WESPA mitigation measures and conditions of approval shall take precedence and be implemented to the satisfaction of the Community Development Department.	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has verified that the Enclave at Folsom Ranch subdivision has satisfied all applicable mitigation measures and conditions of approval established for the FPASP and the Westland Eagle Specific Plan Amendment.	Yes

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