Folsom City Council
Staff Report

MEETING DATE:	3/10/2026
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11569 – A Resolution Authorizing the City Manager to Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 1A Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 1A Subdivision
FROM:	Public Works Department

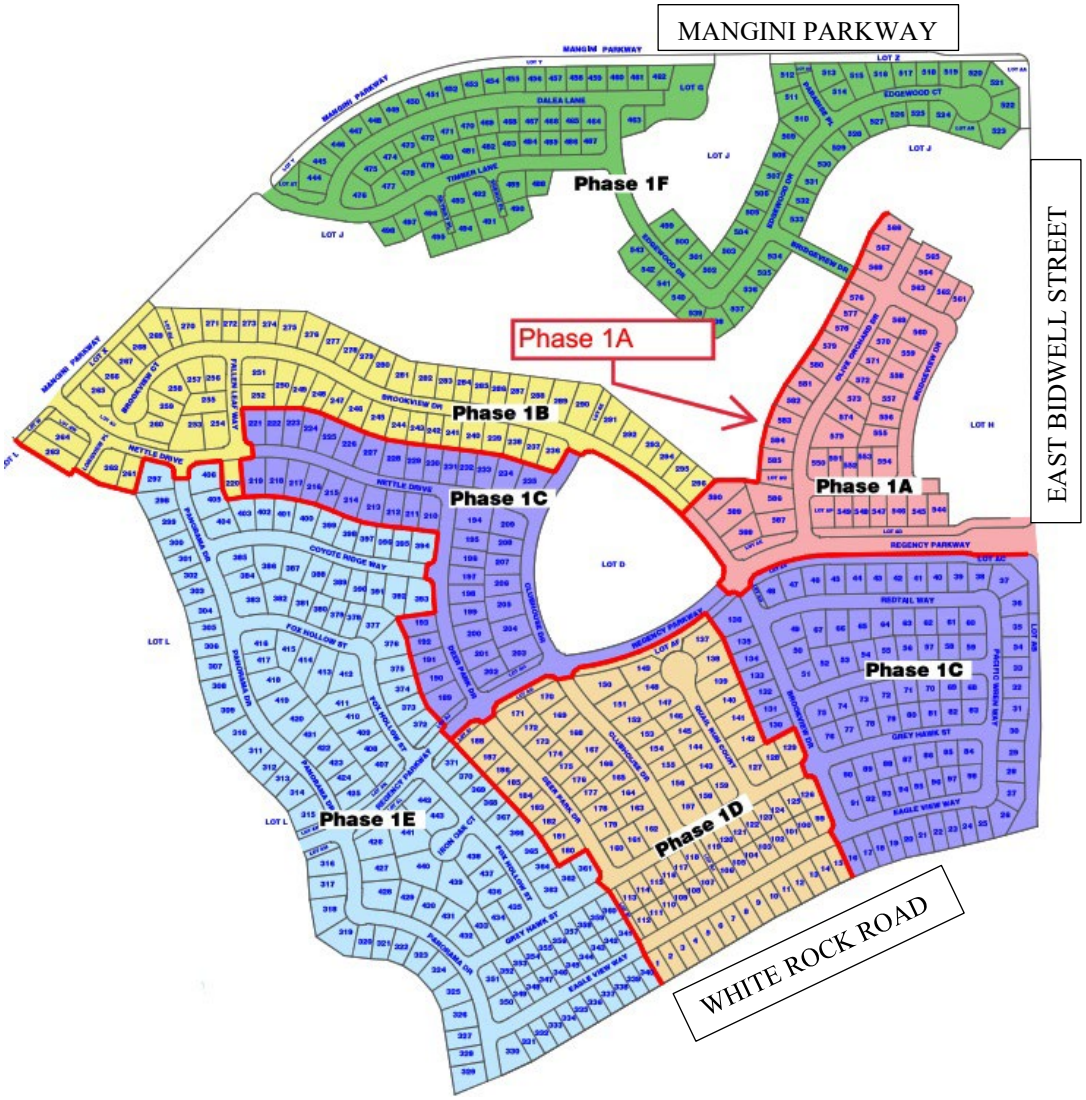
RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11569 – A Resolution Authorizing the City Manager to Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 1A Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 1A Subdivision.

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Toll Brothers at Folsom Ranch Phase 1A Subdivision was approved by the City Council per Resolution No. 10400 on March 10, 2020, as part of the larger Phase 1 vesting tentative map.

The action for consideration by the City Council is the approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 1A Subdivision. The Final Map for the Toll Brothers at Folsom Ranch Phase 1A Subdivision will create a total of 49 single-family high density (SFHD) residential lots. With the approval of the Final Map, the subdivision process for this phase will be complete.



The Toll Brothers at Folsom Ranch Phase 1A Subdivision is located on the north side of White Rock Road, west of East Bidwell Street, south of Mangini Parkway in the Folsom Plan Area (FPA) (please see above). This phase also served as the model home complex for the Regency Development and the improvements have been completed, acknowledged, and beyond the 1-year warranty for several years, thus negating the need for a subdivision improvement agreement.

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.

ANALYSIS

The Final Map and conditions of approval for the Toll Brothers at Folsom Ranch Phase 1A Subdivision have been reviewed by the Public Works and Community Development Departments and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attachment 4 includes the conditions of approval for the Toll Brothers at Folsom Ranch Phase 1 Vesting Tentative Subdivision Map, which included the subphases of 1A, 1B, 1C, 1D, 1E, and 1F. As an update on progress with the Regency project as a whole, City Council has approved all other final maps with the exception of Phase 1A, making this the last map of this development to be considered for approval. The table includes information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible for verifying that it has been satisfied, and comments or an explanation on how the condition was satisfied. This subdivision is consistent with the Folsom Plan Area Specific Plan (FPASP) in regards to zoning and unit count.

ENVIRONMENTAL REVIEW

An Addendum to the Folsom Plan Area Specific Plan EIR/EIS was previously adopted by the City Council on March 10, 2020, for the Toll Brothers at Folsom Ranch project in accordance with the California Environmental Quality Act (CEQA). The applicant prepared an environmental memorandum for the Toll Brothers at Folsom Ranch Phase 1 Subdivision project that demonstrates that no new or substantially more adverse impacts would occur through implementation of the proposed project. As a result, no new environmental document is required, consistent with State CEQA Guidelines Section 15162(b).

ATTACHMENTS

1. Resolution No. 11569 – A Resolution Authorizing the City Manager to Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 1A Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 1A Subdivision

2. Toll Brothers at Folsom Ranch Phase 1A Subdivision Final Map

3. Toll Brothers at Folsom Ranch Phase 1 Vesting Tentative Subdivision Map

4. Table of Conditions of Approval for the Toll Brothers at Folsom Ranch Phase 1 Vesting Tentative Subdivision Map

Submitted,

Rebecca Neves

Rebecca Neves, PUBLIC WORKS DIRECTOR/CITY ENGINEER

Attachment 1

RESOLUTION NO. 11569

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT OFFERS OF DEDICATION FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 1A SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 1A SUBDIVISION

WHEREAS, the Final Map for the Toll Brothers at Folsom Ranch Phase 1A Subdivision has been reviewed and approved by the City Engineer and City Surveyor as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and

WHEREAS, the City Council has reviewed the Final Map for the Toll Brothers at Folsom Ranch Phase 1A subdivision; and

WHEREAS, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Toll Brothers at Folsom Ranch Phase 1A subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Toll Brothers at Folsom Ranch Phase 1A subdivision is hereby approved.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Manager is hereby authorized to accept the offers of dedication for the Toll Brothers at Folsom Ranch Phase 1A subdivision as applicable.

PASSED AND ADOPTED this 10th day of March, 2026, by the following roll-call vote:

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

_____
Justin Raithel, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT WE ARE THE ONLY PARTY HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH - PHASE 1A" AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

1. A PUBLIC EASEMENT FOR 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 B.

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

3. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOT B, AND THOSE STRIPS OF LAND 12.5' IN WIDTH CONTIGUOUS AND OUTSIDE ALL PRIVATE STREETS (PUE).

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

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

BY: _____ _____
NAME: SCOTT ESPING DATE
TITLE: ASSISTANT SECRETARY

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF TOLL WEST, INC IN APRIL, 2025. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

MACKAY & SOMPS CIVIL ENGINEERS, INC.

LICENSED LAND SURVEYOR
PEDRO JARQUIN
No. 8268
STATE OF CALIFORNIA

_____
PEDRO JARQUIN, PLS 8268
EXPIRATION DATE: DECEMBER 31, 2027

DATE: _____

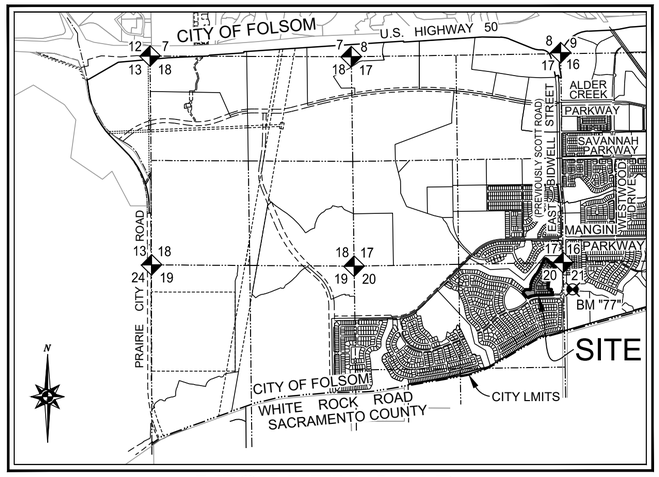
I HEREBY STATE THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2026, AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

ESE CONSULTANTS, INC.

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

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

DATE: _____



VICINITY MAP
N.T.S.

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____, A NOTARY PUBLIC

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

_____
SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____, A NOTARY PUBLIC

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

_____
SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "77" ELEVATION = 380.28 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 77" ON THE NORTHWEST CORNER OF A CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 1300 FEET SOUTH OF THE INTERSECTION OF MANGINI PARKWAY AND E. BIDWELL STREET ON THE EAST SIDE OF E. BIDWELL STREET. APPROXIMATE LATITUDE: N38D 37' 30.01" LONGITUDE: W121D 06' 49.04"

ELEVATION OF 380.28 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK U01B-009 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH - PHASE 1A" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

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

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH - PHASE 1A" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

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

DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH - PHASE 1A", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENT(S) LISTED HEREON.

_____
CHRISTA FREEMANTLE
CITY CLERK
DATE: _____

RECORDER'S STATEMENT

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

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

BY:_____ FEE: $ _____
DEPUTY

FINAL MAP (PN 19-091)
TOLL BROTHERS AT FOLSOM RANCH PHASE 1A

BEING LOT 1A AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C" FILED FOR RECORD ON SEPTEMBER 13, 2021, IN BOOK 431 OF MAPS AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND CORRECTED BY THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED APRIL 11, 2022 AS DOCUMENT NUMBER 202204110367, OFFICIAL RECORDS OF SACRAMENTO COUNTY, BEING A PORTION OF SECTIONS 17 & 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

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

MARCH 2026

SHEET 1 OF 5

NOTES

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

2. THIS FINAL MAP CONTAINS 8.845± ACRES GROSS CONSISTING OF 47 RESIDENTIAL LOTS AND 3 LETTERED LOTS. THE RESIDENTIAL LOTS ARE NUMBERED 544 THROUGH 590. THE LETTERED LOTS ARE: AP, AQ AND B.

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

4. ALL FRONT CORNERS FOR RESIDENTIAL LOTS WILL BE SET IN THE SIDEWALK, ON THE SIDE PROPERTY LINE EXTENDED 1.00 FOOT, WITH A 3/4" (UNLESS OTHERWISE SPECIFIED ON THIS MAP) DIAMETER BRASS DISC STAMPED "LS 9379" or "LS 9171" (SEE DETAIL THIS SHEET).

5. ALL REAR CORNERS AND ANGLE POINTS FOR RESIDENTIAL LOTS WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9379" OR "LS 9171". ALL REAR LOT CORNERS THAT FALL WITHIN A RETAINING WALL, LOTS 557 THRU 560, 566 THRU 572 AND 577 THRU 585, WILL BE SET ON THE SIDE PROPERTY LINE OFFSET 4.00 FEET FROM THE REAR CORNER, WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9379" OR "LS 9171" UNLESS OTHERWISE SPECIFIED ON THIS MAP.

6. THE SETTING OF MONUMENTS FOR THIS MAP WAS DONE IN TWO SEPARATE PERIODS OF TIME DUE TO CONSTRUCTION AND FINAL MAP DELAYS. DURING THE DELAY, DAMON BURNS, LS 9171, THE INITIAL SURVEYOR IN CHARGE LEFT ESE CONSULTANTS AND CHRIS RUDD, LS 9379 TOOK OVER THE PROJECT AND WAS RESPONSIBLE FOR THE REST OF THE MONUMENTATION AND RECHECKING THE PREVIOUS WORK.

7. LOT B (PRIVATE ROADS) SHOWN HEREON AS OLIVE ORCHARD DRIVE, PINYON PINE PLACE AND BRIDGEVIEW DRIVE SHALL BE GRANTED IN FEE SIMPLE TO THE REGENCY AT FOLSOM RANCH OWNERS ASSOCIATION (FILED WITH SECRETARY OF STATE, STATE OF CALIFORNIA ON 2/4/2021, FILING # 4699707) AS A PRIVATE ROAD FOR THE BENEFIT AND GENERAL USE OF THE LOTS SHOWN HEREON.

8. LOTS AP AND AQ SHOWN HEREON SHALL BE GRANTED IN FEE SIMPLE TO THE REGENCY AT FOLSOM RANCH OWNERS ASSOCIATION AS COMMON AREAS FOR LANDSCAPING AND FOR THE BENEFIT AND GENERAL USE OF THE LOTS SHOWN HEREON.

9. A PRIVATE PEDESTRIAN ACCESS EASEMENT FOR THE BENEFIT AND GENERAL USE OF THE MEMBERS OF THE REGENCY AT FOLSOM RANCH OWNERS ASSOCIATION ON, OVER AND ACROSS LOTS AP AND AQ, AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PRIVATE PEDESTRIAN ACCESS" (PPA).

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

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

12. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED JULY 15, 2014 AS BOOK 20140715, PAGE 426 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JANUARY 29, 2016 AS BOOK 20160129, PAGE 0381 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JANUARY 29, 2016 AS BOOK 20160129, PAGE 0382 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED OCTOBER 6, 2020 AS BOOK 20201006, PAGE 1311 OF OFFICIAL RECORDS.
    - "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED AUGUST 24, 2020, AS DOCUMENT NO. 202008240893 OF OFFICIAL RECORDS.

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

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

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

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

17. THE LAND LIES WITH THE BOUNDARIES OF PROPOSED SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2.

18. THE LAND LIES WITHIN THE BOUNDARIES OF PROPOSED SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3, PER MAP FILED IN BOOK 103 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AT PAGE 9, RECORDED JULY 7, 2006, AS (BOOK) 20060707 (PAGE) 662 OFFICIAL RECORDS.

NOTES CONTINUED

19. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP (BOOK)130 OF MAPS OF CFD AT (PAGE) 27, RECORDED APRIL 20, 2020.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JUNE 8, 2020 AS DOCUMENT NO. 202006081611 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 20, 2021 AS DOCUMENT NO. 202112200571 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARIONG MODIFICATIONS THEREOF RECORDED DECEMBER 20, 2021 AS DOCUMENT NO. 202112200572 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 19, 2022 AS DOCUMENT NO. 202212190567 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 19, 2022 AS DOCUMENT NO. 202212190568 OF OFFICIAL RECORDS.

20. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 OR 0311.

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

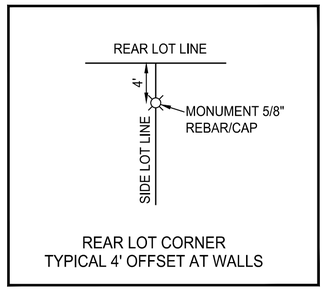
22. PURSUANT TO SECTION 66434(G) OF THE SUBDIVISION ACT, THE FILING OF THIS FINAL MAP SHALL CONSTITUTE ABANDONMENT OF THAT PORTION OF THE PUBLIC UTILITY EASEMENT PER DN 202106080612, OFFICIAL RECORDS OF SACRAMENTO COUNTY, LYING WITHIN THE BOUNDARIES OF THIS SUBDIVISION AND NOT SHOWN HEREON.

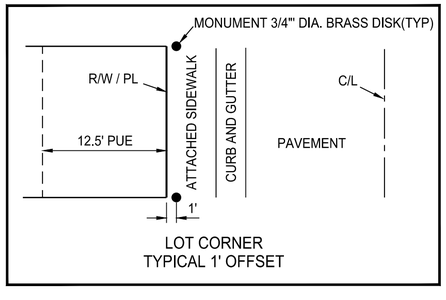
BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP IS THE CENTER LINE OF REGENCY PARKWAY AS SHOWN ON THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C" FILED FOR RECORD ON SEPTEMBER 13, 2021 IN BOOK 431, PAGE 1, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 89°08'23" EAST BETWEEN THE FOUND MONUMENTS SHOWN HEREON.

REFERENCES

(1) 431 BM 1 AND DN 202204110367 COC
(2) 236 PM 9
(3) 445 BM 7
(4) 425 BM 9
(5) DN 202008240887 (VESTING DEED)





LEGEND

◆	SECTION CORNER TO BE SET AFTER IMPROVEMENTS COMPLETED
■	FOUND 1/4 SECTION CORNER AS NOTED
⊘	FOUND 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 5760" PER (2)
⊠	FOUND 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9171" PER (1)
⊛	FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9171" PER (1)
⊙	FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265" PER (4)
⊙	FOUND 3/4" IRON PIPE WITH COPPER DISK STAMPED "LS 9171" PER (1)
●	FOUND 3/4" BRASS DISK STAMPED "LS 9171" PER (1)
⊛	SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9171" (SEE NOTE 6)
◎	SET 1-5/32" COPPER SURVEY MARKER STAMPED "LS 9171" (SEE NOTE 6)
⊘	SET 1-5/32" COPPER SURVEY MARKER STAMPED "LS 9379"
⊠	SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9379" OR "LS 9171" (SEE NOTE 6)
○	DIMENSION POINT (SEE NOTE 5)
( )	RECORD DATA PER REFERENCE
AC	ACRES
BM	BOOK OF MAPS
BNDY	BOUNDARY
C/L	CENTERLINE
COC	CERTIFICATE OF CORRECTION
DCR	DECLARATION OF COVENANTS AND RESTRICTIONS
DE	DRAINAGE EASEMENT
DN	DOCUMENT NUMBER
EVA	EMERGENCY VEHICLE ACCESS EASEMENT
(OA)	OVERALL
IE	INGRESS EASEMENT
OR	OFFICIAL RECORDS OF SACRAMENTO COUNTY
PL	PROPERTY LINE
PLE	PRIVATE LANDSCAPE EASEMENT
PM	PARCEL MAP
PPA	PRIVATE PEDESTRIAN ACCESS
PRE	PRIVATE ROAD EASEMENT (SEE NOTE 6)
PUE	PUBLIC UTILITY EASEMENT
(R)	RADIAL BEARING
R/W	RIGHT-OF-WAY
SF	SQUARE FEET
SSE	SANITARY SEWER EASEMENT
(1)	SHEET INDEX NUMBER

BOUNDARY
LOT LINE
RIGHT-OF-WAY
RIGHT-OF-WAY EXISTING
CENTER LINE
EASEMENT LINE
SECTION LINE
ADJACENT PROPERTY LINE

FINAL MAP (PN 19-091)
TOLL BROTHERS AT FOLSOM RANCH PHASE 1A

BEING LOT 1A AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C" FILED FOR RECORD ON SEPTEMBER 13, 2021, IN BOOK 431 OF MAPS AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND CORRECTED BY THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED APRIL 11, 2022 AS DOCUMENT NUMBER 202204110367, OFFICIAL RECORDS OF SACRAMENTO COUNTY, BEING A PORTION OF SECTIONS 17 & 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

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

MARCH 2026

Line Table		
Line #	Bearing	Length
L1	N89°08'23"E	25.00'
L2	N89°08'23"E	101.44'
L3	N81°00'20"W	315.51'
L4	N45°05'48"E(R)	22.00'

0 50 100 200
SCALE: 1"=100'

DETAIL 3A
SCALE: 1" = 50'

SEE NOTE 5 ON SHEET 2 FOR MONUMENTATION
SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND, NOTES AND REFERENCES

FINAL MAP (PN 19-091)
TOLL BROTHERS AT FOLSOM RANCH PHASE 1A

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ENGINEERS PLANNERS SURVEYORS
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MARCH 2026

Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	90°00'00"	31.42'
C2	20.00'	90°00'00"	31.42'
C3	20.00'	90°00'00"	31.42'
C4	20.00'	90°00'00"	31.42'
C5	50.00'	4°52'27"	4.25'
C6	50.00'	47°42'51"	41.64'
C7	50.00'	82°04'31"	71.62'
C8	20.00'	90°00'00"	31.42'
C9	30.00'	22°19'54"	11.69'

SEE NOTE 5 ON SHEET 2 FOR MONUMENTATION
SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND, NOTES AND REFERENCES

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MARCH 2026

FINAL MAP (PN 19-091)
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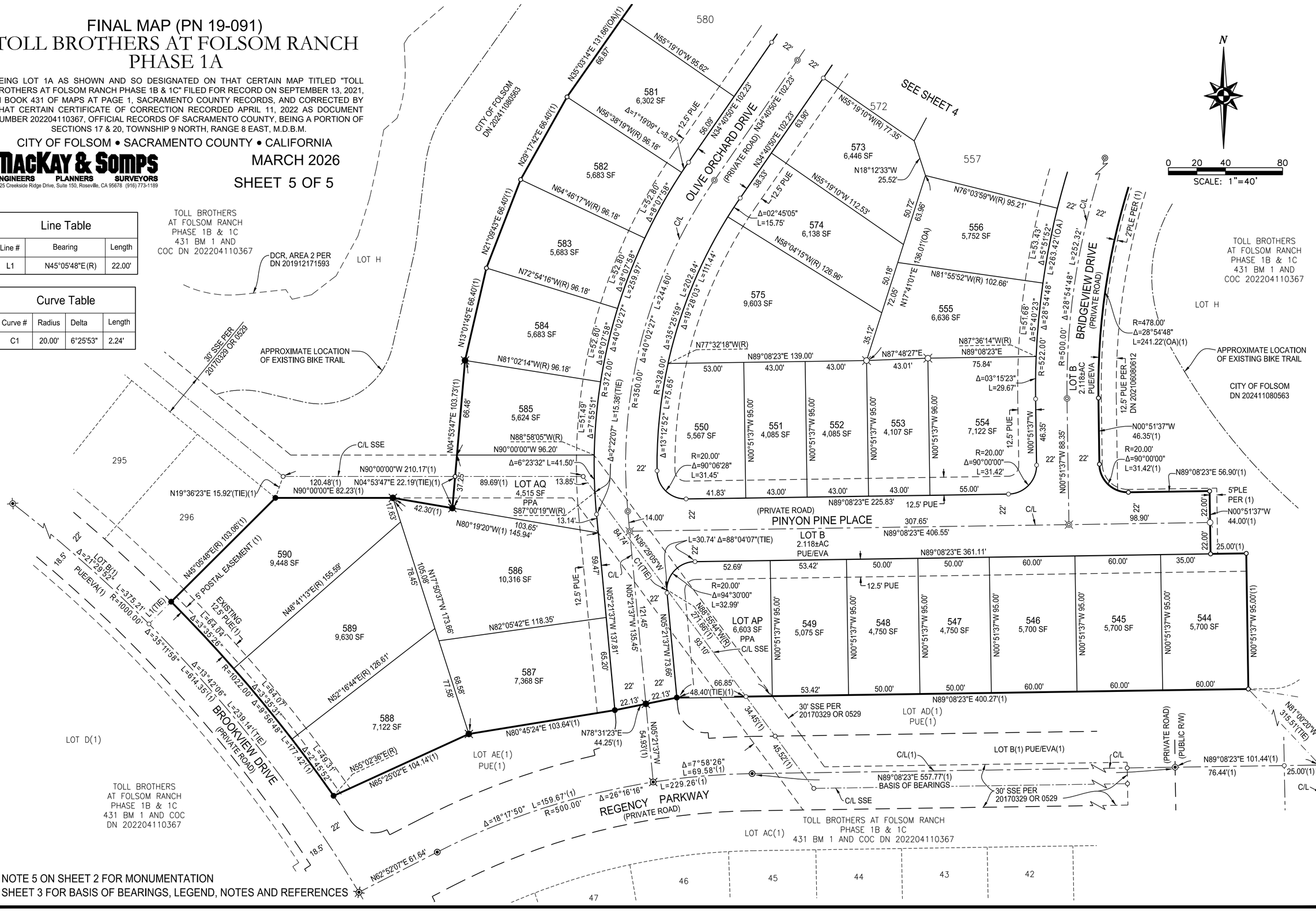
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ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

MARCH 2026

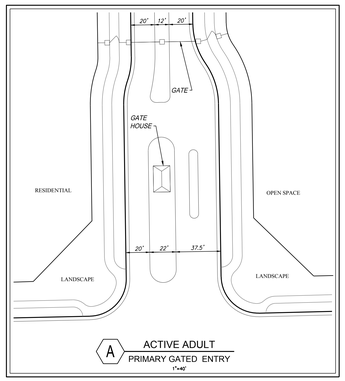
SHEET 5 OF 5

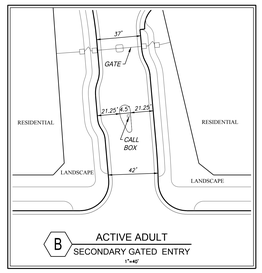
Line Table		
Line #	Bearing	Length
L1	N45°05'48"E(R)	22.00'

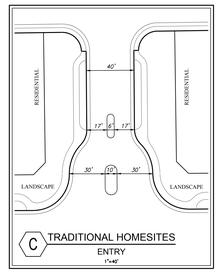
Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	6°25'53"	2.24'



Attachment 3








Mangini Parkway
WEST SCOTT RD., LLC
072-0060-100
FOLSOM REAL ESTATE SOUTH, LLC
072-0060-072
PEDESTRIAN TUNNEL
EX. 58' IOD
PER 20170329 OR 0540
(POR. TO BE ABANDONED)
N89°14'30"E 1514.54'
MANGINI RANCH PHASE 1
(APPROVED TENTATIVE MAP)
PROPOSED
MODEL HOME
COMPLEX
EXISTING
LOT LINE
(TYP.)
MANGINI RANCH PHASE 2
(PENDING TENTATIVE MAP)
PROPOSED CONSERVATION
EASEMENT (TYP.)
PORTION OF FORMER SCOTT ROAD
PER 5043 OR 167
(TO BE QUITCLAIMED BY CITY)
EX. 20' SDE
PER 20170329 OR 0528
(TO BE ABANDONED)
EX. 40' SDE PER
20170329 OR 0528
(TO BE ABANDONED)
Lot D
SFHD
Private Recreation
5.0 ± Ac
Lot G
Dog Park
0.5 ± Ac
Lot H
OS
Open Space
5.6 ± Ac
Lot I
OS
Open Space
5.5 ± Ac
Lot J
OS
Open Space
18.6 ± Ac
EX. 40' SDE PER
20170329 OR 0528
(TO BE ABANDONED)
EX. 30' SEWER EASEMENT
PER 20170329 OR 0529
EX. 16' SDE
PER 20170329 OR 0528
(TO BE ABANDONED)
EX. 40' SDE PER
20170329 OR 0528
(TO BE ABANDONED)
Lot D
SFHD
Private Recreation
5.0 ± Ac
REGENCY PARKWAY
FOLSOM REAL ESTATE SOUTH, LLC
072-0060-102
EX. 16' SDE
PER 20170329 OR 0528
EX. 28' IOD
PER 20170329 OR 0527
(TYP.)
Lot L
OS
Open Space
27.6 ± Ac
East Bidwell Street
MANGINI RANCH PHASE 2
(APPROVED TENTATIVE MAP)
OAK AVENUE HOLDINGS, LLC
072-0060-069
EX. 10' ELEC EASEMENT
PER 870206 OR 1617
(POR. TO BE ABANDONED)
N89°08'08"E 1563.57'
EX. 40' SDE
PER 20170329 OR 0534
Lot R
OS/Landscape
0.37 ± Ac
Lot Q
OS/Landscape
0.3 ± Ac
EX. 40' SDE
PER 20170329 OR 0528
PROPOSED CONSERVATION EASEMENT AND POTENTIAL TRICOLORED BLACKBIRD FORAGING HABITAT PRESERVE
EX. 69' IOD
PER 223 PM 5
PROPOSED
CONSERVATION
EASEMENT
(TYP.)
PROPOSED 56' IOD
PROPOSED 40' IOD
PROPOSED 44' IOD
BRIDGE CROSSING TO BE
CONSTRUCTED WITH
PHASE 2 DEVELOPMENT
EX. LOT LINE (TYP.)
Lot A
SFHD
58.7 ± Ac
Lot E
SFHD
Private Recreation
1.5 ± Ac
CENTERLINE EX. ROAD EASEMENT
PER 3070 OR 628 & 20070607 OR 792
(POR. TO BE ABANDONED)
Oak Avenue Parkway
(Future Alignment)
PROPOSED
CONSERVATION
EASEMENT
(TYP.)
POTENTIAL TRICOLORED BLACKBIRD
FORAGING HABITAT PRESERVE
Lot N
OS
Open Space
53.7± Ac
Lot B
SFHD
62.2 ± Ac
Lot M
OS
Open Space
7.1 ± Ac
Lot P
Open Space
0.26 ± Ac
Lot K
Open Space
0.9 ± Ac
Lot C
Open Space
0.3 ± Ac
Lot B11
OS
Open Space
0.6 ± Ac
White Rock Road
(possible future alignment)
Per "Green Alignment" endorsed
by City Council July 14, 2015
(Resolution No. 9609)
EX. BOW EASEMENT
PER 20130404 OR 1031
(TO BE ABANDONED)
EX. SDE
PER 20170329 OR 0527
(TO BE ABANDONED)
EX. SDE
PER 20170329 OR 0528
(TO BE ABANDONED)
REGENCY AT FOLSOM RANCH
PHASE 1
(Active Adult Community)
(See sheets 2 thru 4)
REGENCY AT FOLSOM RANCH
PHASE 2
(Future Active Adult Community)
TRADITIONAL HOMESITES
(See sheet 5)
EX. WHITE ROCK ROAD ROW
PER 20170329 OR 0527
BLACK HORSE VENTURES, LLC
072-0060-050
WHITE ROCK ROAD PROPERTIES, LLC
072-0060-070
S73°48'28"W 113.96'
S73°48'28"W 217.03'
S61°30'44"W 161.66'
S61°27'30"W 51.17'
S66°39'25"W 55.60'
S56°21'21"W 44.09'
S60°51'25"W 41.79'
S62°30'57"W 34.83'
S81°23'48"W 16.33'
S70°42'21"W 8.05'
S88°19'35"W 846.03'
S80°09'09"W 751.88'
S00°48'51"E 22.92'
N89°40'38"W 1625.17'
S00°12'32"W 1625.17'
R=2300'
R=272'
R=9022'
R=20'
R=30'
R=40'
R=60'
1602.3'
R=12495'
111.6'
69.4'
65.2'
111.7'
69.4'
88.4'
35.9'
38.8'
59.3'
1.5%
2%
3%
4%
5%
6%
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28%
29%
30%
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32%
33%
34%
35%
36%
37%
38%
39%
40%
41%

Mangini Parkway

FOLSOM REAL ESTATE SOUTH, LLC
072-0060-077

Lot Y
OS Landscape
1.0 ± Ac

Lot AS
Landscape
0.03 ± Ac

Lot Z
OS Landscape
0.6 ± Ac

Lot AA
Landscape
0.2 ± Ac

Lot AR
Landscape
0.1 ± Ac

Lot AT
Landscape
0.2 ± Ac

Lot G
Dog Park
0.5 ± Ac

Lot I
OS
Open Space
3.5 ± Ac

Lot H
OS
Open Space
9.6 ± Ac

Lot J
OS
Open Space
16.8 ± Ac

STREET N
STREET B
STREET AA
STREET A
4 COURT
STREET L
STREET M
STREET K
STREET A
STREET B
ALLEY 1
ALLEY 2

PROPOSED
CONSERVATION
EASEMENT (TYP.)

PROPOSED 20'
STORM DRAIN
EASEMENT

Lot AU
Paseo
0.1 ± Ac

Lot X
OS Landscape
0.3 ± Ac

Lot AW
Landscape
0.1 ± Ac

Lot W
OS Landscape
0.1 ± Ac

Lot AV
Landscape
0.2 ± Ac

3 COURT
STREET C
STREET D
STREET E
STREET F
STREET G
STREET H
STREET J
STREET I
STREET C

Lot BE
Paseo
0.1 ± Ac

Lot AQ
Paseo
0.1 ± Ac

Lot AP
Landscape
0.2 ± Ac

Lot AD
Landscape
0.6 ± Ac

Lot AM
Landscape
0.2 ± Ac

Lot AC
Landscape
0.6 ± Ac

Lot AO
Landscape
0.02 ± Ac

REGENCY PARKWAY

Lot AB
Landscape
0.6 ± Ac

STREET Q
STREET R
STREET S
STREET T
STREET Q
STREET D
1 COURT
2 COURT

Lot Q
OS Landscape
0.3 ± Ac

PROPOSED
MODEL HOME
COMPLEX

CREEKSTONE PHASE 1
(PENDING TENTATIVE MAP)

MANGINI RANCH PHASE 1
(APPROVED TENTATIVE MAP)

East Bidwell Street

SEE SHEET 6

Lot D
SFHD
Private Recreation
5.0 ± Ac

PROPOSED CONSERVATION EASEMENT
AND POTENTIAL TRICOLORED BLACKBIRD
FORAGING HABITAT PRESERVE

Lot L
OS
Open Space
27.6 ± Ac

PROPOSED 50' IOD

PROPOSED 40' IOD

BRIDGE CROSSING TO BE
CONSTRUCTED WITH
PHASE 2 DEVELOPMENT

REGENCY AT FOLSOM RANCH
PHASE 2
(Active Adult Community)
(See Sheet 1)

Lot M
OS
Open Space
7.1 ± Ac

White Rock Road

REGENCY AT FOLSOM RANCH
PHASE 1
(Active Adult Community)

White Rock Road
(possible future alignment)
Per "Green Alignment" endorsed
by City Council July 14, 2015
(Resolution No. 9609)

6' WOOD FENCE (TYP.)

PASEO WITH UTILITIES
N.T.S.

N

0 50 100 200
SCALE: 1"=100'

LOTTING PLAN
VESTING TENTATIVE SUBDIVISION MAP

Toll Brothers at Folsom Ranch

Folsom, California

Revised: February 5, 2020
January 24, 2020
October 17, 2019
June 21, 2019
March 7, 2019

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7644.PHD Toll at Folsom Ranch SLTM



1 GRADING SECTION NTS

2 GRADING SECTION NTS

3 GRADING SECTION NTS

4 GRADING SECTION NTS

5 GRADING SECTION NTS

6 GRADING SECTION NTS

7 GRADING SECTION NTS

8 GRADING SECTION NTS

9 GRADING SECTION NTS

10 GRADING SECTION NTS

11 GRADING SECTION NTS

12 GRADING SECTION NTS

13 GRADING SECTION NTS

14 GRADING SECTION NTS

LEGEND

PROPOSED	DESCRIPTION	EXISTING
15" SD	STORM DRAIN LINE (SIZE INDICATED)	15" SD
	STORM DRAIN MANHOLE	
	DROP INLET	
	INLET/OUTLET	
	SLOPE	
0.4%	STREET GRADE	0.4%
103.03	CENTERLINE ELEVATION	103.03

PAD DIFFERENTIAL > 1.5' NTS

PAD DIFFERENTIAL ≤ 1.5' NTS

SLOPE TRANSITION NTS

PAD DIFFERENTIAL ≤ 1.0' NTS

TYPICAL LOT GRADING SECTIONS
NTS

PRELIMINARY GRADING & DRAINAGE PLAN
VESTING TENTATIVE SUBDIVISION MAP

Toll Brothers at Folsom Ranch

Folsom, California

Revised: February 5, 2020
January 24, 2020
October 17, 2019
June 21, 2019
March 7, 2019

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2-25-2020 09:16:54 gmoreno P:\12964.1_MCS1\PLN\Applications\SW\Sheets\Sheet Files\12964.1_MCS1 PLN Applications SW Lot - Tot Mill Area (1).dwg



LEGEND

PROPOSED	DESCRIPTION	EXISTING
8"SS	SEWER LINE (SIZE INDICATED)	8"SS
	SEWER MANHOLE	
12"SD	STORM DRAIN LINE (SIZE INDICATED)	12"SD
	STORM DRAIN MANHOLE	
	DROP INLET	
	INLET/OUTLET	
	CDS UNIT	
12"W	WATER LINE (SIZE INDICATED)	12"W
16"W.PZ	WATER LINE (SIZE AND ZONE INDICATED)	
6"NP.PZ	NON POTABLE WATER LINE (SIZE AND ZONE INDICATED)	
	BLOW OFF VALVE	
	FIRE HYDRANT ASSEMBLY	

PRELIMINARY UTILITY PLAN
VESTING TENTATIVE SUBDIVISION MAP

Toll Brothers at Folsom Ranch

Folsom, California

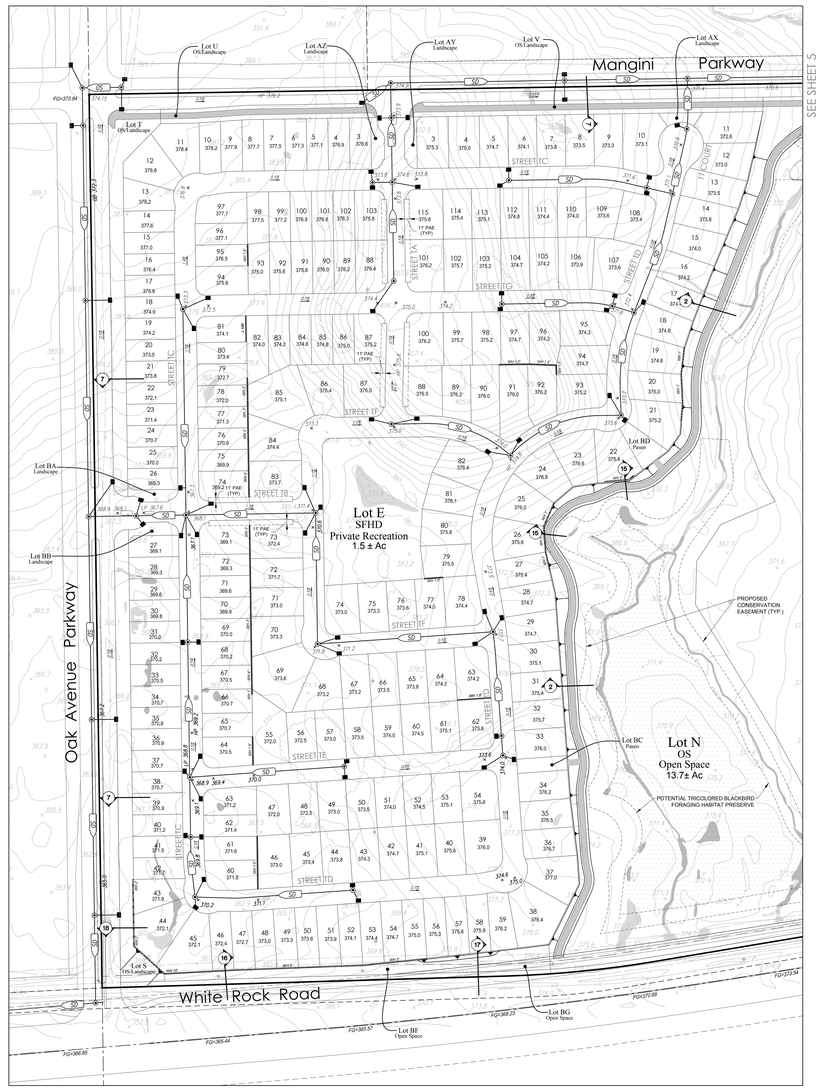
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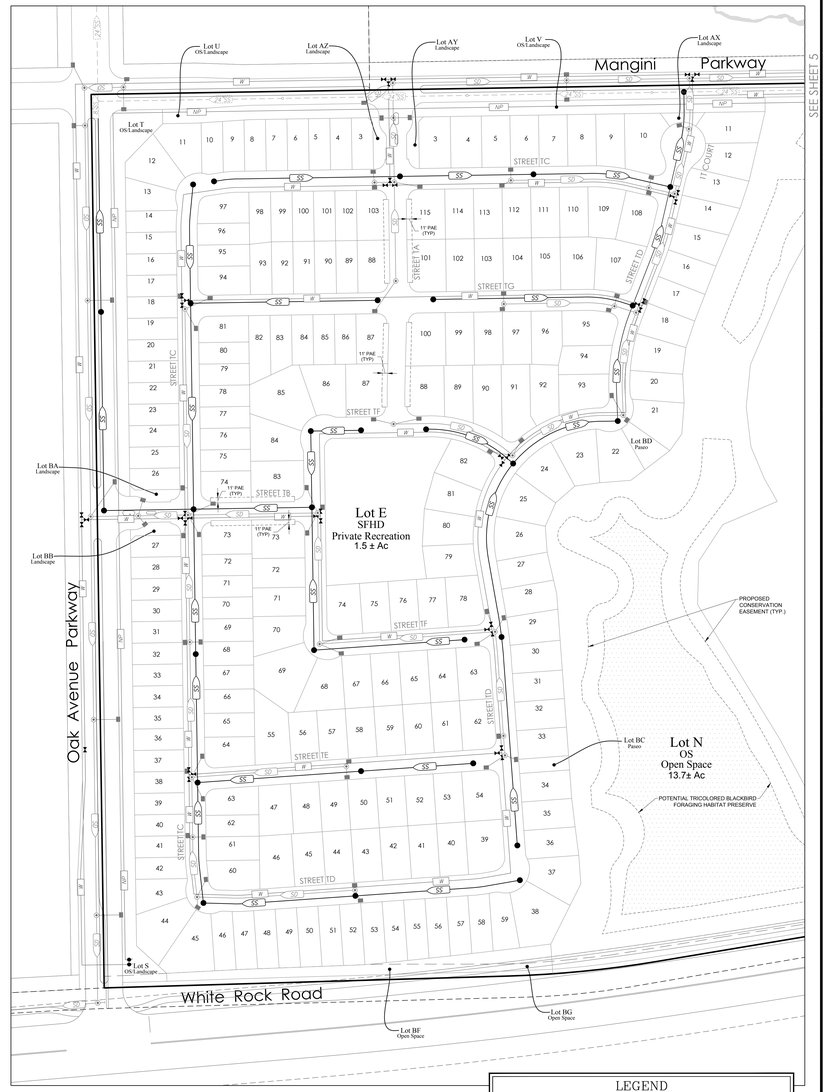
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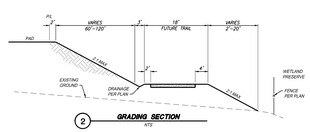




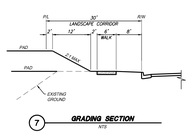
LOTTING PLAN

PRELIMINARY GRADING & DRAINAGE PLAN

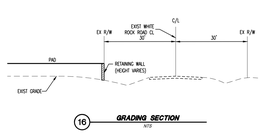
PRELIMINARY UTILITY PLAN



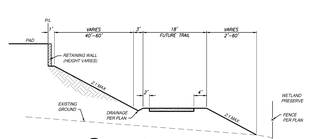
2 GRADING SECTION NTS



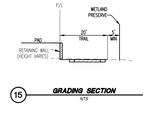
7 GRADING SECTION NTS



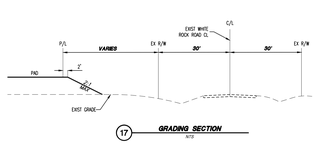
16 GRADING SECTION NTS



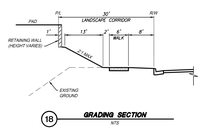
3 GRADING SECTION NTS



15 GRADING SECTION NTS



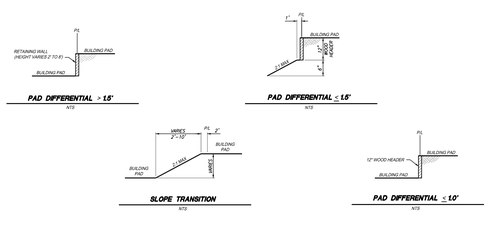
17 GRADING SECTION NTS



18 GRADING SECTION NTS

LEGEND
PRELIMINARY AND DRAINAGE GRADING PLAN

PROPOSED	DESCRIPTION	EXISTING
15"SD	STORM DRAIN LINE (SIZE INDICATED)	15"SD
	STORM DRAIN MANHOLE	
	DROP INLET	
	INLET/OUTLET	
	SLOPE	
0.4%	STREET GRADE	0.4%
103.03	CENTERLINE ELEVATION	103.03



LEGEND
PRELIMINARY UTILITY PLAN

PROPOSED	DESCRIPTION	EXISTING
8"SS	SEWER LINE (SIZE INDICATED)	8"SS
	SEWER MANHOLE	
15"SD	STORM DRAIN LINE (SIZE INDICATED)	15"SD
	STORM DRAIN MANHOLE	
	DROP INLET	
	INLET/OUTLET	
	CDS UNIT	
12"W	WATER LINE (SIZE INDICATED)	12"W
16"W Z5	WATER LINE (SIZE AND ZONE INDICATED)	
16"NP Z5	NON POTABLE WATER LINE (SIZE AND ZONE INDICATED)	
	BLOW OFF VALVE	
	FIRE HYDRANT ASSEMBLY	

N

0 50 100 200
SCALE: 1"=100'

TRADITIONAL HOMESITES
VESTING TENTATIVE SUBDIVISION MAP

Toll Brothers at Folsom Ranch

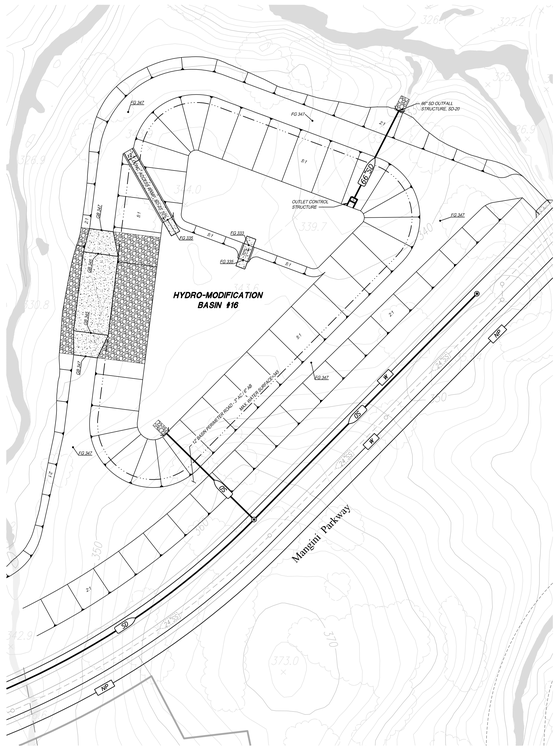
Folsom, California

Revised: February 5, 2020
January 24, 2020
October 17, 2019
June 21, 2019
March 7, 2019

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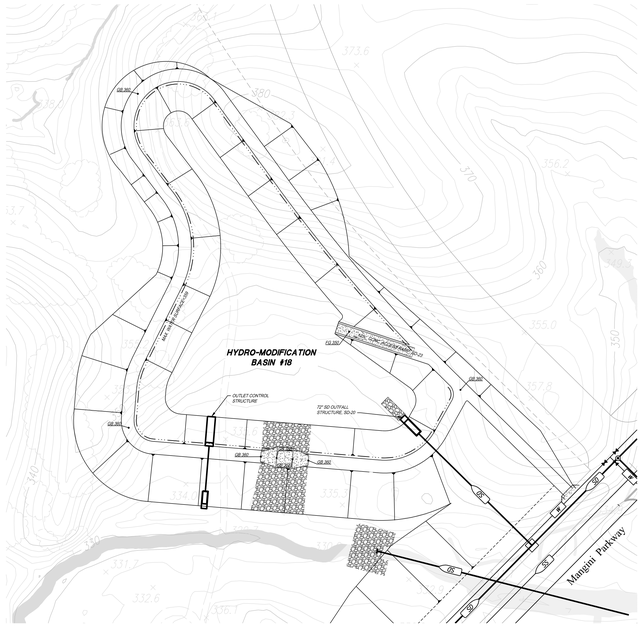
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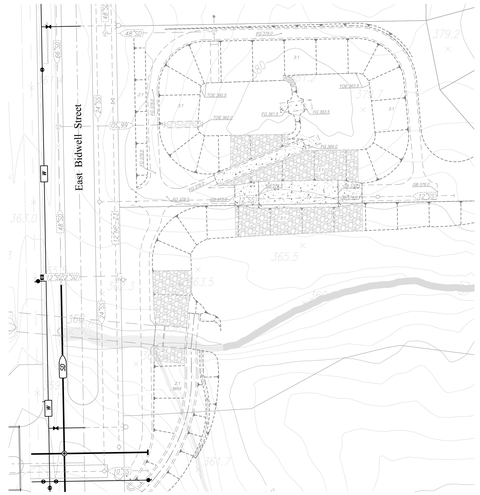
HYDRO-MODIFICATION BASIN NO. 16

NTS



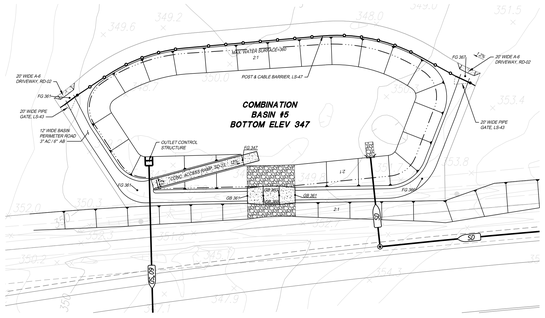
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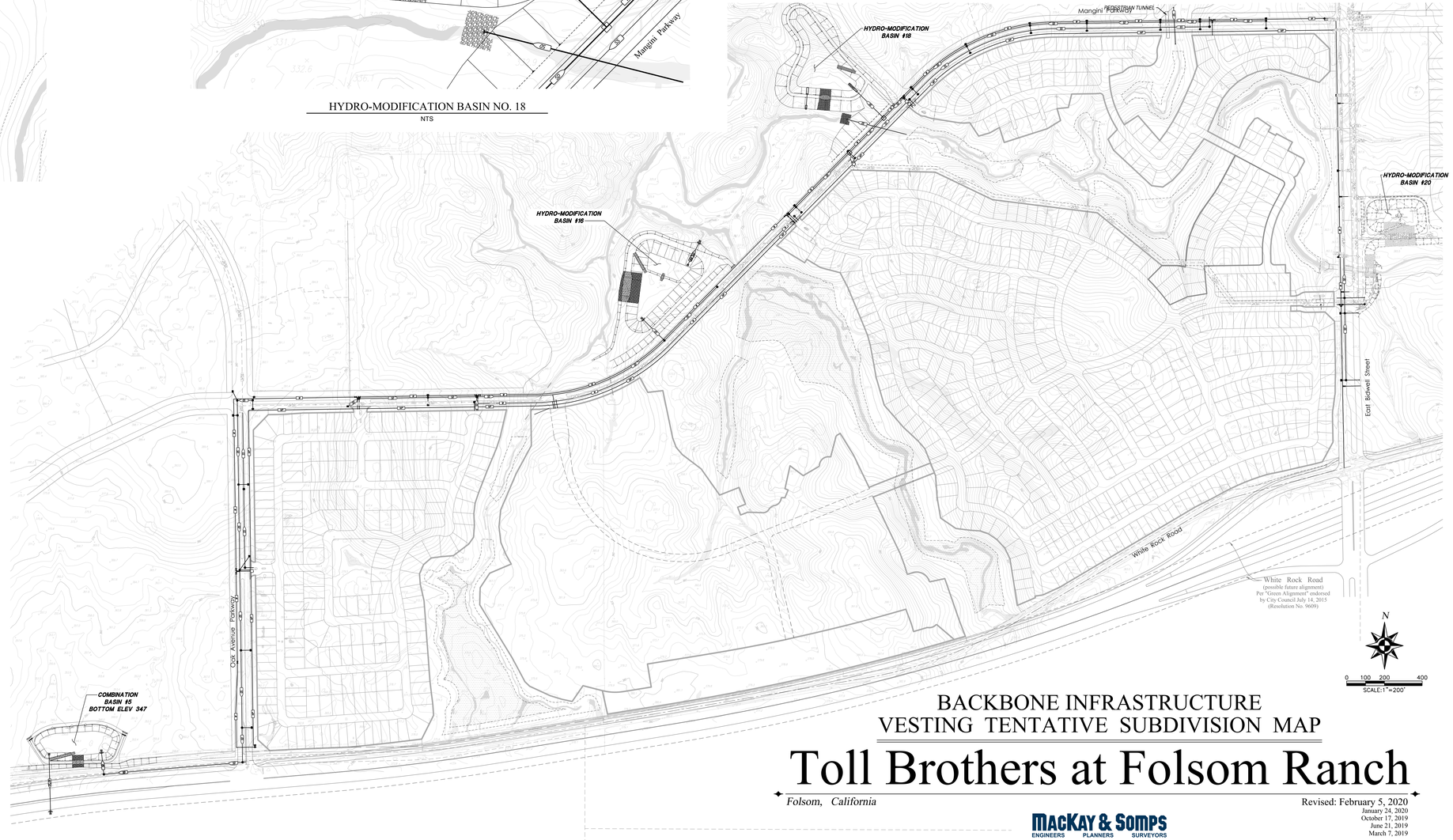
EXISTING HYDRO-MODIFICATION BASIN NO. 20

NTS



COMBINATION BASIN NO. 5

NTS



BACKBONE INFRASTRUCTURE
VESTING TENTATIVE SUBDIVISION MAP

Toll Brothers at Folsom Ranch

Folsom, California

Revised: February 5, 2020
January 24, 2020
October 17, 2019
June 21, 2019
March 7, 2019

MacKAY & SOMPS
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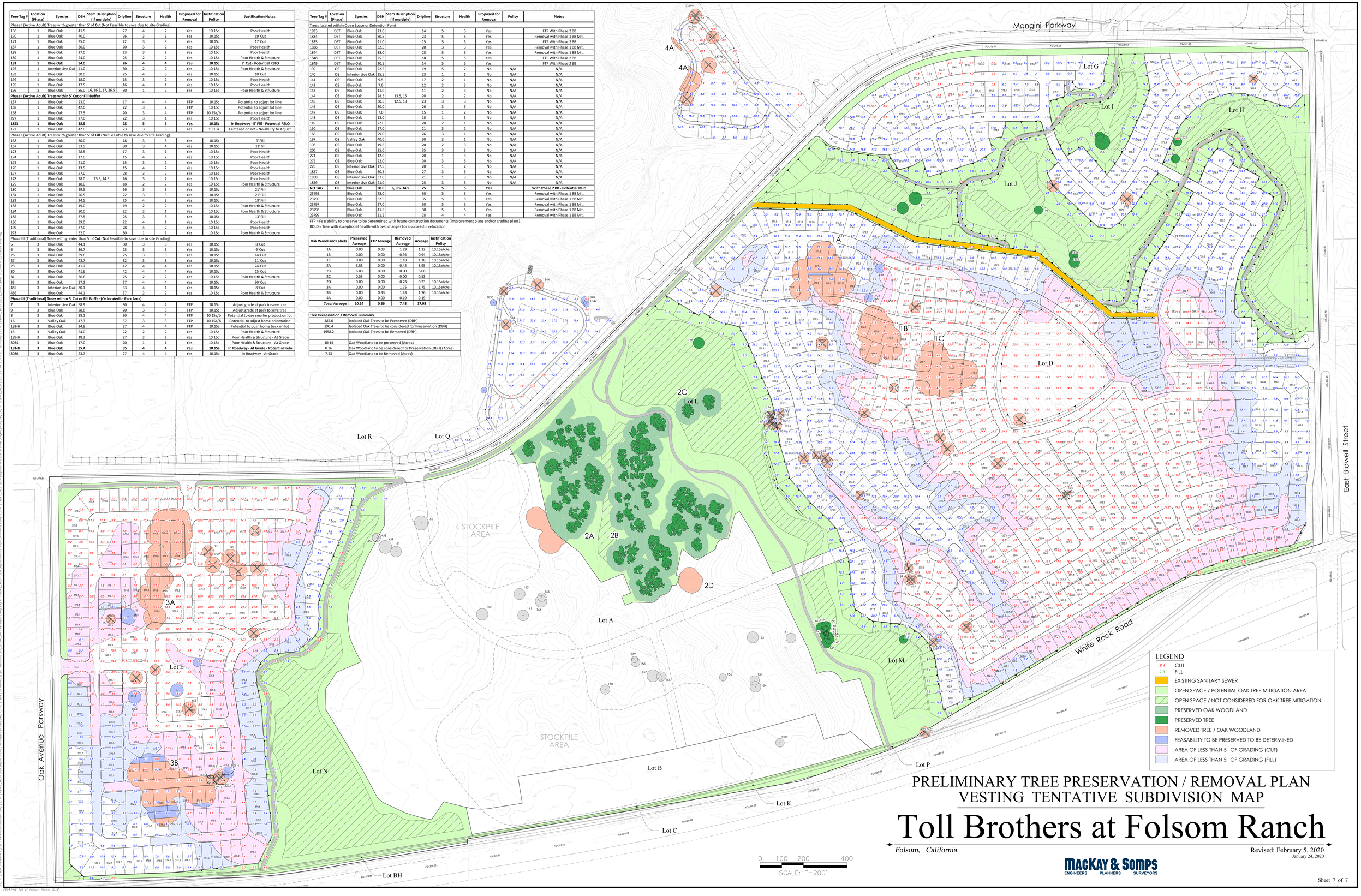
Tree Tag #	Location (Phase)	Species	DBH	Stem Description (if multiple)	Dripline	Structure	Health	Proposed for Removal	Justification Policy	Justification Notes
Phase I (Active Adult) Trees with greater than 5' of **Cut** (Not Feasible to save due to site Grading)										
136	1	Blue Oak	41.5		27	4	2	Yes	10.15d	Poor Health
170	1	Blue Oak	40.0		26	3	3	Yes	10.15c	19' Cut
171	1	Blue Oak	35.0		22	3	3	Yes	10.15c	17' Cut
187	1	Blue Oak	30.0		20	3	2	Yes	10.15d	Poor Health
188	1	Blue Oak	27.0		23	3	2	Yes	10.15d	Poor Health
189	1	Blue Oak	24.0		25	2	2	Yes	10.15d	Poor Health & Structure
191	**1**	**Blue Oak**	**34.0**		**26**	**4**	**4**	**Yes**	**10.15c**	**7' Cut - Potential RELO**
192	1	Interior Live Oak	41.0		30	2	2	Yes	10.15d	Poor Health & Structure
193	1	Blue Oak	30.0		25	4	3	Yes	10.15c	10' Cut
194	1	Blue Oak	18.0		15	3	2	Yes	10.15d	Poor Health
195	1	Blue Oak	17.5		16	4	1	Yes	10.15d	Poor Health
196	1	Blue Oak	86.0	16, 16.5, 17, 36.5	30	1	2	Yes	10.15d	Poor Health & Structure
Phase I (Active Adult)		**Trees within 5' Cut or Fill Buffer**								
137	1	Blue Oak	23.0		17	4	4	FTP	10.15d	Potential to adjust lot line
169	1	Blue Oak	42.0		22	3	2	FTP	10.15d	Potential to adjust lot line
168	1	Blue Oak	27.5		20	3	4	FTP	10.15a/b	Potential to adjust lot line
277	1	Blue Oak	27.0		22	3	1	Yes	10.15d	Poor Health
1853	**1**	**Blue Oak**	**38.5**		**28**	**5**	**5**	**Yes**	**10.15c**	**In Roadway - 5' Fill - Potential RELO**
172	1	Blue Oak	42.0		23	3	3	Yes	10.15a	Centered on Lot - No ability to Adjust
Phase I (Active Adult) Trees with greater than 5' of **Fill** (Not Feasible to save due to site Grading)										
138	1	Blue Oak	30.0		18	3	3	Yes	10.15c	9' Fill
167	1	Blue Oak	33.5		30	3	4	Yes	10.15c	11' Fill
173	1	Blue Oak	28.5		17	3	1	Yes	10.15d	Poor Health
174	1	Blue Oak	17.0		15	4	2	Yes	10.15d	Poor Health
175	1	Blue Oak	21.0		15	3	2	Yes	10.15d	Poor Health
176	1	Blue Oak	13.5		15	4	2	Yes	10.15d	Poor Health
177	1	Blue Oak	27.0		28	3	2	Yes	10.15d	Poor Health
178	1	Blue Oak	28.0	13.5, 14.5	16	3	2	Yes	10.15d	Poor Health
179	1	Blue Oak	18.0		18	2	2	Yes	10.15d	Poor Health & Structure
180	1	Blue Oak	19.5		16	3	3	Yes	10.15c	21' Fill
181	1	Blue Oak	26.5		22	3	3	Yes	10.15c	21' Fill
182	1	Blue Oak	24.5		25	4	3	Yes	10.15c	18' Fill
183	1	Blue Oak	19.0		19	2	2	Yes	10.15d	Poor Health & Structure
184	1	Blue Oak	30.0		22	2	1	Yes	10.15d	Poor Health & Structure
185	1	Blue Oak	37.5		25	3	3	Yes	10.15c	13' Fill
186	1	Blue Oak	39.0		22	4	1	Yes	10.15d	Poor Health
199	1	Blue Oak	37.0		28	4	2	Yes	10.15d	Poor Health
278	1	Blue Oak	52.0		30	1	1	Yes	10.15d	Poor Health & Structure
Phase III (Traditional) Trees with greater than 5' of **Cut** (Not Feasible to save due to site Grading)										
5	3	Blue Oak	44.1		30	3	3	Yes	10.15c	8' Cut
6	3	Blue Oak	36.7		25	3	3	Yes	10.15c	9' Cut
26	3	Blue Oak	39.6		25	3	3	Yes	10.15c	14' Cut
27	3	Blue Oak	43.7		32	3	3	Yes	10.15c	11' Cut
28	3	Blue Oak	41.7		42	4	4	Yes	10.15c	24' Cut
30	3	Blue Oak	41.6		42	4	4	Yes	10.15c	25' Cut
31	3	Blue Oak	36.6		25	2	2	Yes	10.15d	Poor Health & Structure
33	3	Blue Oak	37.2		27	4	4	Yes	10.15c	30' Cut
455	3	Interior Live Oak	30.1		33	4	4	Yes	10.15c	8' Cut
456	3	Blue Oak	44.1		37	2	2	Yes	10.15d	Poor Health & Structure
Phase III (Traditional)		**Trees within 5' Cut or Fill Buffer (Or located in Park Area)**								
7	3	Interior Live Oak	58.9		30	4	4	FTP	10.15c	Adjust grade at park to save tree
9	3	Blue Oak	28.8		20	3	3	FTP	10.15c	Adjust grade at park to save tree
3	3	Blue Oak	38.1		30	4	4	FTP	10.15a/b	Potential to use smaller product on lot
16	3	Valley Oak	47.3		37	3	3	FTP	10.15a/b	Potential to adjust home orientation
192-H	3	Blue Oak	24.8		27	4	4	FTP	10.15a	Potential to push home back on lot
15	3	Valley Oak	54.0		22	2	2	Yes	10.15d	Poor Health & Structure
189-H	3	Blue Oak	18.2		27	2	2	Yes	10.15d	Poor Health & Structure - At Grade
3034	3	Blue Oak	17.0		20	1	1	Yes	10.15d	Poor Health & Structure - At Grade
191-H	**3**	**Blue Oak**	**35.4**		**35**	**4**	**4**	**Yes**	**10.15a**	**In Roadway - At Grade - Potential Relo**
3036	3	Blue Oak	23.7		27	4	4	Yes	10.15a	In Roadway - At Grade

Tree Tag #	Location (Phase)	Species	DBH	Stem Description (if multiple)	Dripline	Structure	Health	Proposed for Removal	Policy	Notes
Trees located within Open Space or Detention Pond										
1833	DET	Blue Oak	23.0		14	5	3	Yes		FTP With Phase 2 BB
1834	DET	Blue Oak	30.5		23	5	5	Yes		Removal with Phase 1 BB Mit.
1835	DET	Blue Oak	21.0		15	5	3	Yes		FTP With Phase 2 BB
1836	DET	Blue Oak	32.5		20	3	3	Yes		Removal with Phase 1 BB Mit.
1844	DET	Blue Oak	38.0		28	5	5	Yes		Removal with Phase 1 BB Mit.
1848	DET	Blue Oak	25.5		18	5	5	Yes		FTP With Phase 2 BB
1849	DET	Blue Oak	20.5		14	5	5	Yes		FTP With Phase 2 BB
139	OS	Blue Oak	22.5		19	5	2	No	N/A	N/A
140	OS	Interior Live Oak	25.5		23	1	1	No	N/A	N/A
141	OS	Blue Oak	9.5		17	2	1	No	N/A	N/A
142	OS	Blue Oak	7.0		12	2	3	No	N/A	N/A
143	OS	Blue Oak	11.0		11	2	3	No	N/A	N/A
144	OS	Blue Oak	28.5	13.5, 15	20	2	2	No	N/A	N/A
145	OS	Blue Oak	30.5	12.5, 18	23	3	3	No	N/A	N/A
146	OS	Blue Oak	30.0		26	3	5	No	N/A	N/A
147	OS	Blue Oak	7.0		15	1	2	No	N/A	N/A
148	OS	Blue Oak	13.0		18	1	3	No	N/A	N/A
149	OS	Blue Oak	22.0		20	2	1	No	N/A	N/A
150	OS	Blue Oak	17.0		21	3	2	No	N/A	N/A
166	OS	Blue Oak	29.0		26	3	1	No	N/A	N/A
197	OS	Valley Oak	40.0		30	3	1	No	N/A	N/A
198	OS	Blue Oak	19.5		20	2	3	No	N/A	N/A
200	OS	Blue Oak	35.0		35	3	3	No	N/A	N/A
271	OS	Blue Oak	12.0		20	1	3	No	N/A	N/A
275	OS	Blue Oak	22.0		20	3	5	No	N/A	N/A
276	OS	Interior Live Oak	17.5		20	1	2	No	N/A	N/A
1857	OS	Blue Oak	30.5		27	3	5	No	N/A	N/A
1858	OS	Interior Live Oak	37.0		21	1	3	No	N/A	N/A
1859	OS	Interior Live Oak	21.0		25	3	3	No	N/A	N/A
NO TAG	**OS**	**Blue Oak**	**30.0**	**6, 9.5, 14.5**	**25**	**5**	**5**	**Yes**		**With Phase 2 BB - Potential Relo**
23795		Blue Oak	28.0		30	5	5	Yes		Removal with Phase 1 BB Mit.
23796		Blue Oak	32.5		35	5	5	Yes		Removal with Phase 1 BB Mit.
23797		Blue Oak	27.0		30	5	5	Yes		Removal with Phase 1 BB Mit.
23798		Blue Oak	41.5		30	5	5	Yes		Removal with Phase 1 BB Mit.
23799		Blue Oak	31.5		28	4	4	Yes		Removal with Phase 1 BB Mit.

FTP = Feasability to preserve to be determined with future construction documents (improvement plans and/or grading plans).
BOLD = Tree with exceptional health with best changes for a successful relocation

Oak Woodland Labels	Preserved Acreage	FTP Acreage	Removed Acreage	Acreage	Justification Policy
1A	0.00	0.03	1.29	1.32	10.15a/c/e
1B	0.00	0.00	0.94	0.94	10.15a/c/e
1C	0.00	0.00	1.18	1.18	10.15a/c/e
2A	3.53	0.00	0.42	3.95	10.15a/c/e
2B	6.08	0.00	0.00	6.08	
2C	0.53	0.00	0.00	0.53	
2D	0.00	0.00	0.23	0.23	10.15a/c/e
3A	0.00	0.00	1.75	1.75	10.15a/c/e
3B	0.00	0.33	1.43	1.76	10.15a/c/e
4A	0.00	0.00	0.19	0.19	
Total Acreage	**10.14**	**0.36**	**7.43**	**17.93**	

Tree Preservation / Removal Summary	
487.0	Isolated Oak Trees to be Preserved (DBH)
290.4	Isolated Oak Trees to be considered for Preservation (DBH)
1958.2	Isolated Oak Trees to be Removed (DBH)
10.14	Oak Woodland to be preserved (Acres)
0.36	Oak Woodland to be considered for Preservation (DBH) (Acres)
7.43	Oak Woodland to be Removed (Acres)



PRELIMINARY TREE PRESERVATION / REMOVAL PLAN
VESTING TENTATIVE SUBDIVISION MAP

Toll Brothers at Folsom Ranch

Folsom, California

Revised: February 5, 2020
January 24, 2020

0 100 200 400
SCALE: 1" = 200'

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1964 Ph2 Toll at Folsom Ranch SUM

Attachment 4

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
1.		***Final Development Plans*** The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: 1. General Plan/Specific Plan Amendment Exhibit, dated January 24, 2020 2. Illustrative Master Plan Exhibit, dated January 24, 2020 3. Small-Lot Vesting Tentative Subdivision Maps, dated February 5, 2020 4. Backbone Infrastructure Exhibit, dated February 5, 2020 5. Conceptual Phasing Exhibit, dated January 24, 2020 6. Preliminary Grading and Drainage Plan, dated February 5, 2020 7. Preliminary Utility Plan, dated February 5, 2020 8. Preliminary Tree Preservation/Removal Plan, dated February 5, 2020 9. Preliminary Landscape Plan and Details, dated January 24, 2020 10. Wall and Fence Exhibit and Details, dated January 24, 2020 11. Local Road Section Exhibit, dated January 24, 2020 12. Trail System Modification Exhibit, dated January 24, 2020 13. Walkability Exhibit, dated January 24, 2020 14. Trailhead and Signage Exhibit, dated January 24, 2020 15. Dog Park Exhibit, dated January 24, 2020 16. Model Home Complex Exhibit, dated January 24, 2020 17. Product Mix Exhibit, dated January 24, 2020 18. Streetscene Exhibit, dated August 30, 2019 19. Building Elevations and Floor Plans, dated August 30, 2019 20. Residential Design Details, dated August 30, 2019 21. Color and Materials Board, dated August 30, 2019 22. Inclusionary Housing Plan, dated March 7, 2019 The General Plan Amendment, Specific Plan Amendment, Development Agreement Amendments, Planned Development Permit, Design Review, and Inclusionary Housing Plan are approved for the development of a 804-unit single-family residential subdivision (Toll Brothers at Folsom Ranch). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.	G, I, M, B	CD (P)(E)	The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, the tree preservation/removal plans, the preliminary landscape plans and the community design guidelines. The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
2.		***Plan Submittal*** All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	G, I	CD (P)(E)	Improvement plans for East Bidwell Street, Mangini Parkway, Regency Parkway and the subdivision have been approved by the City and these improvements are completing construction.	Yes.
3.		***Validity*** This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty four months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)	The small-lot vesting tentative subdivision map for the Toll Brothers at Folsom Ranch Phase 2C subdivision was approved by the City Council on March 10, 2020 as part of a project where multiple final maps would be filed in accordance with FMC 16.20.020 and 16.16.110.	Yes.
4.		***FMC Compliance*** The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)	The small-lot vesting tentative subdivision map for the Toll Brothers at Folsom Ranch Phase 2C subdivision was approved by the City Council on March 10, 2020.	Yes per COA #3
5.		***Development Rights*** The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for the both the required on-site and off-site improvements for the Phase 2C subdivision.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
6.		***Public Right of Way Dedication*** As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, 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 within the traditional home portion of the Toll Brothers at Folsom Ranch project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-214). In addition, public utility easements shall be provided for public utilities within private streets to the satisfaction of the Community Development Department.	M	CD (E)(P)	The final map for the Phase 2C subdivision includes all required public right-of-way and public utility easements necessary to serve all lots in the subdivision. The public right-of-way and public utility easements are shown on the final map. The residential streets serving the lots in this subdivision are public and are shown on the final map.	Yes.
7.		***Street Names*** The street names identified below shall be used for the Final Small-Lot Maps: Avazedo, Black Sage, Blue Oak, Blue Sky, Boulder Creek, Bridgeview, Brookview, Clearview, Clubhouse, Cold Creek, Copperwood, Coyote Ridge, Creekwood, Crestview, Dalea, Dawn Light, Deer Park, Eagle View, Edgewood, Emerald Glen, Fallen Leaf, Fountain Heights, Fox Hollow, Gateway, Glenbrook, Glenridge, Goldenrod, Granite Point, Grey Hawk, Gully, Heather Glen, Heritage Oaks, Iron Oak, Japanese Maple, Knollbrook, Lone Tree, Longview, Manzanita, Maple, Meadow Crest, Midway, Monument, Nettle, Oak Bridge, Oakridge, Olive Orchard, Pacific Wren, Panorama, Paradise, Patina, Pinyon Pine, Quail Run, Rainbow Ridge, Ravine, Redtail, Regency Parkway, Rimrock, Robinwood, Rock Ridge, Rocky Creek, Rocky Point, Sagewood, Salvia, Scenic, Skymeadow, Skyway, Springcreek, Starling, Sundown, Sunny Oaks, Sunnyview, Sweetwater, Timber, Upland, Vale, Valley View, White Cedar, Wildwood.	M	CD (E)(P)	The required street names are shown on the final map for the subdivision.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
8.		***Indemnity for City*** The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes.
9.		***Small-Lot Vesting Tentative Subdivision Map*** The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Toll Brothers at Folsom Ranch CEQA Addendum dated February-2020 (Attachment 31 to the staff report)	OG	CD	The owner/applicant complied with all applicable mitigation measures from the FPASP FEIR/EIS and other approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring is being conducted throughout construction by the City and/or its Consultants.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
10.		***ARDA and Amendments*** The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project including but not limited to Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Easton Valley Holdings, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and West Scott Road, LLC/Toll West Coast, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Oak Avenue Holdings, LLC, and Amendment No. 3 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Folsom Real Estate South, LLC/Toll West Coast, LLC.	M	CD (E)	The Community Development Department has reviewed the subdivision and verified that it is in compliance with Amendment No. 1 and No. 2 to the First Amended and Restated Tier 1 Development Agreement.	Yes.
11.	✓	***Mitigation Monitoring*** The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS and the Toll Brothers at Folsom Ranch Addendum to the FPASP EIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or City staff.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
		POLICE/SECURITY REQUIREMENT				
12.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	G, I, B	PD	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City.	Yes.
		DEVELOPMENT COSTS AND FEE REQUIREMENTS				
13.		***Taxes and Fees*** The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Amended and Restated Tier 1 Development Agreement.	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes.
14.		***Assessments*** If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
15.		***FPASP Development Impact Fees*** The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (March 10, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Folsom Plan Area wide fees prior to issuance of building permits.	Yes.
16.		***Legal Counsel*** The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes.

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
17.		***Consultant Services*** If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.	G, I, M, B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for construction inspection related services for this subdivision.	Yes.
		GRADING PERMIT REQUIREMENTS				
18.		***Walls/Fences/Gates*** The final location, design, height, materials, and colors of the walls, fences, and gates shall consistent with the submitted Wall and Fence Exhibit and Details, dated January 24, 2020 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.	G, I, B	CD (P)(E)	The Community Development Department has verified that the proposed walls and fences for the subdivision are in compliance with the Folsom Ranch Central Design Guidelines.	Yes.
19.		***Roadway Improvement Phasing*** The owner/applicant shall construct the following improvements as shown on the Small-Lot Vesting Tentative Subdivision Map with each applicable phase. Roadways shall be to the ultimate horizontal and vertical alignment unless otherwise noted. For the purposes of these conditions, phasing of the project is defined per Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report) and the following: • Phase 1 consists of the first 305 age-restricted dwelling units within Regency Phase 1, all located on the eastern portion of the Project site and labeled as "2021" on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report). Phase 1 also includes an additional 45 model home units that would be used for sales and marketing purposes initially. Conditions of approval for Phase 1 shall be met before issuance of the first building permit. • Phase 2 consists of the next 377 dwelling units (240 age-restricted dwelling units located within Regency Phase 1 on the eastern portion of the Project site, and 137 Traditional Subdivision units located on the western portion of the project site.) These units are labeled	B	CD(E), PW, FD	The owner/applicant is currently constructing the on-site and off-site public improvements for the Phase 2C subdivision. The public improvements will serve all of the lots in the subdivision. The Phase 2C subdivision is not part of the Age-Restricted Regency development which consists of Phase 1 & Phase 2.	Yes.

#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
		as "2022" on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report). Conditions of approval for Phase 2 shall be met before issuance of the 306th Regency Phase 1 building permit (excludes 45 model home units) or the first building permit for the Traditional Subdivision within the project site. • Phase 3 consists of the remaining 543 dwelling units (466 age-restricted dwelling units within Regency Phase 1 and 2 plus 77 Traditional Subdivision units) These units are labeled as "2023" and 2024 on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report). Conditions of approval for Phase 3 shall be met before issuance of the 546th age restricted building permit for Regency Phase 1/Phase 2 or the 138th building permit for the Traditional Subdivision within the Project site. The following conditions defined the roadway improvements which shall be installed for each phase, as described above.				

20.		***Phasing of Roadways*** Roadway construction shall be phased as described in the Transportation Impact Analysis and as shown on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report). Changes in the timing and/or progression of construction of homes may result in a change in the timing and/or sequencing of roadway construction subject to review and approval by the Community Development Department. <u>Phase 1</u> • Construct Mangini Parkway from East Bidwell Street to Driveway #4 located on the south side of Mangini Parkway as a two-lane roadway prior to issuance of the first building permit in Regency Phase 1. • Construct Regency Parkway as a two-lane roadway from East Bidwell Street to Street F. • Construct Mangini Parkway/Driveway #4 intersection, East Bidwell Street/Regency Parkway intersection, and internal project roads as required to access to new homes. <u>Phase 2</u> • Construct Mangini Parkway from Driveway #4 to Oak Avenue Parkway as a two-lane roadway prior to issuance of the first Traditional Subdivision building permit within the project. • Construct Oak Avenue Parkway from Mangini Parkway to Driveway #1 prior to issuance of the first Traditional Subdivision building permit within the project. • Construct Oak Avenue Parkway from Driveway #1 to White Rock Road as an EVA access prior to issuance of the first Traditional Subdivision building permit within the Project. • Construct Oak Avenue Parkway/Driveway #1 intersection, Mangini Parkway Driveway #2 intersection, Mangini Parkway Driveway #4 intersection, and internal project roads as required to access new homes. • Construct Regency Parkway as a two-lane roadway from Street F to planned bridge over creek at the western of the Phase 2 active adult homes. <u>Phase 3</u> • Construct Oak Avenue Parkway from Driveway #1 to White Rock Road as a two-lane roadway prior to issuance of the 138th Traditional Subdivision building permit within the project. • Construct Regency Parkway from prior terminus to Mangini Parkway prior to issuance of the 546th Regency Phase 1 building permit within the project.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the improvement plans for the subdivision. The owner/applicant is currently constructing the required on-site and off-site public improvements for the Phase 2C subdivision. The public improvements will serve all of the lots in the subdivision.	Yes

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
		All driveway intersections and the Oak Avenue Parkway/Mangini Parkway intersection shall be constructed as the corresponding portions of those roads are built.				
21.		***Phasing of Improvements to Specific Intersections*** Improvements to specific intersections identified in the November 20, 2019, Transportation Impact Study (Attachment 31 to staff report) shall be constructed as follows in Condition Nos. 22-52:	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study.	Yes
22.		***Mangini Parkway (Segment 1)*** Construct Mangini Parkway from East Bidwell Street westerly to Driveway #4 ("Street C") as a two-lane roadway prior to issuance of the first Regency Phase 1 building permit. Timing: Prior to issuance of the first Regency Phase 1 building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes
23.		***Mangini Parkway (Segment 2)*** Construct Mangini Parkway from Driveway #4 ("Street C") to Oak Avenue Parkway as a two-lane roadway prior to issuance of the first Traditional Subdivision building permit within the project. Timing: Prior to issuance of the first Traditional Subdivision building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
24.		***Regency Parkway (Segment 1)*** Construct Regency Parkway as a two-lane roadway from East Bidwell Street to Street F. Timing: Prior to issuance of the first Regency Phase 1 building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and.approved the public and private improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.
25		***Regency Parkway (Segment 2)*** Construct Regency Parkway as a two-lane roadway from Street F to the planned bridge over creek at the western edge of the Regency Phase 1 Small-Lot Vesting Tentative Subdivision Map. Timing: Prior to issuance of 306th Regency Phase 1 building permit.	.B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 306th building permit in the Toll Brothers at Folsom Ranch Regency project. Roadway has been constructed	Yes.
26.		***Regency Parkway (Segment 3)*** Construct Regency Parkway as a two-lane roadway from the eastern edge of the planned bridge over the creek bisecting the project site to Mangini Parkway. Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 546th building permit in the Phase 2 portion of the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units, The VTSM for the Phase 2 portion of the Regency project has been approved by the City Council.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
27.		***Oak Avenue Parkway (Segment 1)*** Construct Oak Avenue Parkway as a two-lane roadway from Mangini Parkway to Driveway 1. Timing: Prior to issuance of the first Traditional Subdivision building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.
28.		***Oak Avenue Parkway (Segment 2)*** Construct Oak Avenue Parkway as an EVA from Driveway 1 to White Rock Road. Timing: Prior to issuance of the first Traditional Subdivision building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.
29.		***Oak Avenue Parkway (Segment 2)*** Construct Oak Avenue Parkway as a two-lane roadway from Driveway 1 to White Rock Road. Timing: Prior to issuance of the 138th Traditional Subdivision building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
30.		***Oak Avenue Parkway/Driveway 1 (Stage 1)*** Construct Driveway as shown in (Figure 43 of the November 20, 2019 Transportation Impact Study): • Northbound: Oak Ave Parkway shall be barricaded south of Driveway 1 and configured as an EVA; • Southbound: one shared through-left lane; • Westbound: one shared lane; • Control: side-street-stop-control. Timing: Prior to issuance of first Traditional Subdivision building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.
31.		***Oak Avenue Parkway/Driveway 1 (Stage 2)*** Construct driveway as shown in (Figure 44 of the November 20, 2019 Transportation Impact Study): • Northbound: one shared through-right lane with a 150' right turn taper; • Southbound: one shared through-left lane; • Westbound: one shared lane; • Control: side-street-stop-control. Timing: Prior to issuance of 138th Traditional Subdivision building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
32.		***Oak Avenue Parkway/Driveway 1 (Cumulative Right-of-Way)*** Applicant shall dedicate right-of-way to City of Folsom for future construction of the ultimate Driveway 1 intersection (Figure 45 of the November 20, 2019 Transportation Impact Study): • Northbound: one left-turn lane with 150' pocket plus 60'taper, one through, and one shared through-right lane with a 150' right turn taper; • Southbound: one left-turn lane with 150' pocket plus 60'taper, one through, and one shared through-right lane with a 150 right turn taper; • Westbound: one shared lane; • Eastbound: one shared lane; • Control: side-street-stop-control. Timing: Prior to issuance of first Traditional Subdivision building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.
33.		***Mangini Parkway/Driveway 2*** Construct driveway as shown in (Figure 46 of the November 20, 2019 Transportation Impact Study): • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control. Timing: Prior to issuance of first Traditional Subdivision building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
34.		***Mangini Parkway/Regency Parkway (Driveway 3)*** Construct driveway as shown in (Figure 47 of the November 20, 2019 Transportation Impact Study): • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control. Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 546th building permit in the Phase 2 portion of the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units, The VTSM for the Phase 2 portion of the Regency project has been approved by the City Council.	Yes.
35.		***Mangini Parkway/Driveway 4*** Construct driveway as shown in (Figure 48 of the November 20, 2019 Transportation Impact Study): • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control. Timing: Prior to issuance of first Regency Phase 1 building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public and private improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this intersection and are currently under construction.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
36.		***Mangini Parkway/Driveway 5 (Stage 1)*** Construct driveway as shown in (Figure 49 of the November 20, 2019 Transportation Impact Study): • Northbound: one shared lane; • Westbound: one shared through-left turn lane; • Eastbound: one shared through-right turn lane; • Control: side-street-stop-control. Timing: Prior to issuance of 306th Regency Phase 1 building permit (excludes 45 model home unit building permits).	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 306th production building permit in the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units.	Yes.
37.		***Mangini Parkway/Driveway 5 Right-of-Way*** Applicant shall dedicate right-of-way to City of Folsom for future construction of the ultimate Mangini Parkway/Driveway 5 intersection (Figure 50 of the November 20, 2019 Transportation Impact Study): • Northbound: one shared lane; • Southbound: one right turn lane in a 150’ pocket plus 60’ taper and one shared through-left lane; • Westbound: one through-right lane and one left turn lane in a 60’ pocket with 60’taper; • Eastbound: one through-right lane and one left turn lane in a 60’ pocket with 60’taper; • Control: side-street-stop-control. Timing: Prior to issuance of 306th Regency Phase 1 building permit (excludes 45 model home unit building permits).	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 306th building permit in the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
38.		***East Bidwell Street/Regency Parkway (Driveway 6) Stage 1*** Construct driveway as follows: • Northbound: one through lane and one left turn lane in a 150' pocket with 60' taper; • Southbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Eastbound: one shared lane; • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers prior approval. • Control: side-street-stop-control. Timing: Prior to issuance of first Regency Phase 1 building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public and private improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this intersection and are currently under construction.	Yes.
39.		***East Bidwell Street/Regency Parkway (Driveway 6)*** Modify driveway as shown in (Figure 51 of the November 20, 2019, Transportation Impact Study), unless intersection has been signalized: • Northbound: one through lane and one left turn lane in a 150' pocket with 60' taper; • Southbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Eastbound: one shared lane, plus a 300' northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second NB lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300' acceleration lane); • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers prior approval. • Control: side-street-stop-control. Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 546th building permit in the Phase 2 portion of the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units, The VTSM for the Phase 2 portion of the Regency project has been approved by the City Council.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
40.		***Mangini Parkway/Regency Parkway (Driveway 6) Right-of-Way*** The owner/applicant shall dedicate right-of-way to City of Folsom for future construction of the ultimate Mangini Parkway/Driveway 6 intersection (Figure 52 of the November 20, 2019, Transportation Impact Study): • Northbound: one left turn lane in a 150' pocket with 60' taper, two through lanes, and a right turn lane in a 150' pocket with 60' taper; • Southbound: one right turn lane in a 150' pocket with 60' taper, two through lanes, and two left turn lanes in a 250' pocket with 120'taper. (Note that the FPASP assumed a single southbound left turn lane.); • Westbound: one shared left-through-right lane, and one right turn lane; • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers approval. • Eastbound: one shared lane Timing: Prior to issuance of first Regency Phase 1 building permit	B	CD (E), PW, FD	The final map for the subdivision includes the required right-of-way for the Mangini Parkway/Regency Parkway intersection. The right-of-way dedication is shown on the final map.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
41.		***Phase 1 Internal Stop Control*** Stop Control shall be installed at the following five locations within the Regency Phase 1 portion of the Toll Brothers at Folsom Ranch project: • Regency Parkway/Street A (two-way-stop-control). Stop on A, no control on Regency. • Regency Parkway/Street D (two-way-stop-control). Stop on D, no control on Regency. • Regency Parkway/Street E (all-way-stop-control). • Regency Parkway/Street F (two-way-stop-control). Stop on F, no control on Regency. • Street D/Street S (all-way-stop-control). Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Location of Stop Control is shown in Figure 24, page 73 of the November 20, 2019, Transportation Impact Study. Timing: prior to issuance of the first Regency Phase 1 building permit.	B	CD (E), PW, FD	The required stop control for the various street intersections are shown on the approved plans for the subdivision. The Community Development Department will verify compliance with this condition prior to building permit issuance.	Yes.
42.		***Phase 1 Internal Stop Control (Regency Phase 1)*** Stop Control shall be installed at the following locations within the Regency Phase 1 portion of the Toll Brothers at Folsom Ranch project: . • Regency Parkway/Street G (two-way-stop-control). Stop on G, no control on Regency. • Regency Parkway/Street H (two-way-stop-control. Stop on H, no control on Regency. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Location of Stop Control is shown in Figure 24, Page 73 of the November 20, 2019, Transportation Impact Study. Timing: prior to issuance of the 306th Regency Phase 1 building permit (excludes 45 model home unit building permits).	B	CD (E), PW, FD	The required stop control for the various street intersections is shown on the approved plans for the subdivision. The Community Development Department will verify compliance with this condition prior to issuance of the 306th building permit in Phase 1.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
43.		***Phase 2 Internal Stop Control (Traditional Subdivision)*** Stop Control shall be installed at the following locations: • Street TA/Street TC (two-way-stop-control). Stop on TC, no control on TA. • Street TA/Street TG (two-way-stop-control). Stop on TG, no control on TA. • Street TB/Street TC (two-way-stop-control). Stop on TC, no control on TB. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Location of Stop Control is shown in preceding Figure 25, page 74. Timing: prior to issuance of the first Traditional Subdivision building permit.	B	CD (E), PW, FD	The required stop control for the various street intersections will be shown on the approved plans for the Phase 2C subdivision .The Community Development Department will verify compliance with this condition prior to building permit issuance in Phase 2C.	Yes.
44.		***Regency Phase 2 Internal Stop Control*** Stop Control shall be installed at any internal Regency Phase 2 intersections with four (or more) legs as directed by the City Engineer. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).	B	CD (E), PW, FD	The required stop control for the various street intersections will be shown on the approved plans for the future Phase 2 subdivision. The Community Development Department will verify compliance with this condition prior to building permit issuance in Phase 2.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
45.		***Oak Ave Parkway/White Rock Rd*** Implement either (A) or (B) below: (A) The Capital Southeast Connector Joint Powers Authority (JPA) has programmed to realign this portion of White Rock Road and building a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows: • SB: A single shared lane for left and right turns. • EB: A through lane and a left/U-turn in 300' pocket plus taper. • WB: A through lane and a right-turn in 300' pocket plus taper. • Signalize with protected phasing for left turns and U-turns. • Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards. *OR* (B) Channelize the intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365' deceleration lane, and the southbound right turn requires a 960' acceleration lane (Figure 53 of the November 20, 2019, Transportation Impact Study). Timing: Prior to opening the segment of Oak Avenue Parkway between Driveway 1 and White Rock Road, or prior to issuance of the 138th Traditional Subdivision building permit, whichever occurs first.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
46.		***East Bidwell St./White Rock Road*** Signalize the existing White Rock Rd/East Bidwell Street intersection implementing either (A) or (B) below: (A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing , or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 54 of the November 20, 2019, Transportation Impact Study provides a conceptual intersection layout for this mitigation. Under option A, fair share is defined as the Toll Brothers at Folsom Ranch Project's responsibility to the Sacramento County Transportation Development Fee. The Applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will ensure that the mitigation is constructed before project traffic adds 5 or more seconds of delay to the intersection. *OR* (B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 55 of the November 20, 2019, Transportation Impact Study provides a conceptual intersection layout for this mitigation. Timing: Prior to issuance of the first Regency Phase 1 building permit.	B	CD (E), PW, FD	The Capital Southeast Connector -JPA has executed a construction contract with Goodfellow Brothers, Inc. to construct the Capital Southeast Connector from Prairie City Road to East Bidwell Street. The construction contract was executed in December of 2020. Grading and construction commenced in April 2021. The project will include the relocation and signalization of the existing White Rock Road/East Bidwell Street intersection. The project is expected to be complete in the Spring of 2022.The owner/applicant will pay the Sacramento County Transportation Development Fee prior to issuance of all building permits in the subdivision.	Yes

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
47.		***East Bidwell St/Mangini Pkwy*** Signalize the intersection with the following geometry (Figure 56 of the November 20, 2019, Transportation Impact Study): • NB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150' pocket with a 60' taper; • SB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150'pocket with 60'taper; • EB and WB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 200'pocket with 60'taper. Timing: prior to issuance of first Regency Phase 1 building permit.	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the improvement plans for the construction of these required improvements including the plans for the modification to the existing traffic signal. These improvements are currently under construction.	Yes.
48.		***East Bidwell St/Mangini Pkwy*** Expand the intersection and update signal configuration as follows (Figure 57 of the November 20, 2019 Transportation Impact Study): • NB: One left-turn lane in a 200' pocket with 60' taper, two through lanes, and one right-turn lane in a 150' pocket with a 60' taper (the second through lane should be developed 300' south of the intersection); • SB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150'pocket with 60'taper; • EB and WB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 200'pocket with 60'taper. Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).	B	CD (E), PW, FD	This condition of approval will be satisfied during the development of the future Phase 2 portion (Regency Phase 2) of the Toll Brothers at Folsom Ranch project. The vesting tentative subdivision map for the Phase 2 (Regency) portion of the project has been approved by the City Council.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
49.		***East Bidwell St/Alder Creek Parkway*** Reconstruct and signalize the East Bidwell St/Alder Creek Parkway intersection as shown in Figure 58 of the November 20, 2019, Transportation Impact Study: • NB Approach: One U-turn lane in a 150' pocket with a 60' taper, one through lane, and one right turn lane in a 150' pocket plus 60' taper. • SB Approach: One left turn lane in a 200' pocket plus 60' taper, and one through lane. • WB Approach: One right turn lane, plus one left-turn lane in a 200' pocket plus 60' taper. Timing: Prior to issuance of the first Regency Phase 1 building permit.	B	CD (E), PW, FD	The Community Development Department has approved the plans for the reconstruction and signalization of the East Bidwell Street/Alder Creek Parkway intersection in accordance with this condition.	Yes.
50.		***East Bidwell St/Alder Creek Parkway*** Reconstruct and modify signal at the East Bidwell St/Alder Creek Parkway intersection as shown in Figure 59 of the November 20, 2019, Transportation Impact Study: • NB Approach: One U-turn lane in a 150' pocket with a 60' taper, two through lanes, and one right turn lane in a 150' pocket plus 60' taper. • SB Approach: One left turn lane in a 240' pocket plus 60' taper, and two through lanes. The second SB through lane can be dropped south of Old Ranch Way, the estimated taper for merging the two southbound lanes into one should be 660 feet long based on a 55 mph design speed and 12-foot lane width. • WB Approach: One right turn lane, plus one left-turn lane in a 200' pocket plus 60' taper. Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).	B	CD (E), PW, FD	The owner/applicant will be required to submit grading and improvement plans to the Community Development Department for review and approval to construct these required improvements. The required improvements will have to be constructed and accepted by the City prior to issuance of the 546th building permit in the Regency Phase 2 portion of the project.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
51.		***East Bidwell St/Savannah Parkway*** Reconstruct the East Bidwell St/Savannah Pkwy intersection with the following geometry (Figure 60 of the November 20, 2019, Transportation Impact Study): • NB Approach: One shared through-right lane with a 150' taper; • SB Approach: One left turn lane in a 150' pocket plus 60' taper, and one through lane; • WB Approach: One left turn lane in a 60' pocket plus 60' taper, and one through lane; • SB departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane shall be in a 300' pocket plus an appropriate taper. Timing: Prior to issuance of the first Regency Phase 1 building permit.	B	CD (E), PW, FD	The required improvements in this condition have been completed and accepted by the City. These improvements were constructed as part of the off-site improvements for the Mangini Ranch Phase 2, Village No. 7 subdivision.	Yes.
52.		***East Bidwell St/Savannah Parkway*** Reconstruct the East Bidwell St/Savannah Pkwy intersection with the following geometry (Figure 61 of the November 20, 2019, Transportation Impact Study): • NB Approach: One through lane and one shared through-right lane with a 150' taper; • SB Approach: One left turn lane in a 150' pocket plus 60' taper, and one through lane; • WB Approach: One left turn lane in a 60' pocket plus 60' taper, and one through lane; • SB departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane shall be in a 300' pocket plus an appropriate taper. Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase1/2 building permit excluding the 45 model home building permits).	B	CD (E), PW, FD	The owner/applicant will be required to submit grading and improvement plans to the Community Development Department for review and approval to construct these required improvements. The required improvements will have to be constructed and accepted by the City prior to issuance of the 546th building permit in the Regency Phase 2 portion of the project.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
53.		***Utility Infrastructure*** • Utilities shall be constructed concurrent with the roadway phasing, as deemed appropriate and necessary to support the particular phase by the City Engineer. • A particular development phase may be developed into sub-phases in which the roadway and utility phasing may change. If sub-phasing is proposed, the City Engineer shall determine what roadway and utility improvements are appropriate and necessary to serve the sub-phase.	G, I, M	CD (E), PW, FD	The Community Development Department has reviewed and approved the phasing plan for Phase 1 of the Toll Brothers at Folsom Ranch Regency project. The City Engineer has approved the phasing plan to verify that the proposed roadway and infrastructure is appropriate for each phase.	Yes
54.		***Off-site improvements / Rights of Entry*** For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendments No. 1 and 2 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.	G, I	CD (E)	The owner/applicant has provided copies of fully executed rights-of-entry from privately owned parcels that adjoin the Toll Brothers at Folsom Ranch project. The fully executed rights-of-entry are on file with the Community Development Department.	Yes
55.		***Mine Shaft Remediation*** The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.	G	CD (E)	During the course of grading and construction for the subdivision no mine shafts or tunnels were located or discovered.	Yes

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
56.		***Prepare Traffic Control Plan.*** Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures: • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.	G	CD (E)	The Community Development Department has reviewed and approved and will review and approve all proposed traffic control plans necessary to construct the required subdivision improvements. Grading and construction of the subdivision improvements commenced in August of 2020 and will continue through to the second quarter of 2022.	Yes
57.		***State and Federal Permits*** The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department.	Yes
58.		***Water Quality Certification*** A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.	G	CD (E)	The owner/applicant has obtained all required State and Federal permits including Section 401 water quality certification and copies are available from the Community Development Department.	Yes

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
59.		***Landslide /Slope Failure*** The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes
IMPROVEMENT PLAN REQUIREMENTS						
60.		***Improvement Plans*** The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	M	CD (E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes
61.		***Standard Construction Specifications and Details*** Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom *Standard Construction Specifications and Details* and the *Design and Procedures Manual and Improvement Standards*.	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes

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

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
63.		***Lighting Plan*** The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines: • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.	I	CD (P)	The owner/applicant submitted a Lighting Plan for all roadways and this subdivision in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes
64.		***Utility Coordination*** The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.	M	CD (P)(E)	The owner/applicant has coordinated with all various utility agencies. All required utility easements are shown on the final map for this subdivision.	Yes
65.		***Replacing Hazardous Facilities*** The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)	The owner/applicant has reconstructed a portion of East Bidwell Street to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes.

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
66.		***Future Utility Lines*** All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.	M	CD (E)	All proposed utility service to the lots in this subdivision have been placed underground.	Yes
67.		***Water Meter Fixed Network System*** The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection.	Yes
68.		***Vertical Curb*** All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P)(B)	The approved improvement plans for this subdivision include vertical concrete curb in compliance with this condition.	Yes

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
69.		***Class II Bike Lanes*** All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
70.	✓	**Noise Barriers** Based on the Environmental Noise Assessment (the "2019 Noise Assessment") prepared by Bollard Acoustical Consultants on November 24, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department: • 6-foot-tall solid noise barriers, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway prior to occupancy of any residences adjacent to the aforementioned streets. • For the proposed Traditional Subdivision portion of the project located at the northeast corner of White Rock Road and Oak Avenue Parkway , a 7-foot-tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road prior to occupancy of any residences adjacent to White Rock Road. • For the proposed Regency Phase 1 and Phase 2 portions of the project (which are located at the northwest corner of the intersection of White Rock Road and East Bidwell Street and north of White Rock Road in the central portion of the Toll Brothers at Folsom Ranch project site), an 8-foot-tall solid noise barrier, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to White Rock Road. • Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use. • Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. • For the first row of homes located within the Traditional Subdivision portion of the project located along White Rock Road, the west-, south-, and east-facing second-floor building facades shall maintain minimum window assembly STC ratings of 34.	I, O	CD (E)(P)	The approved landscape plans for East Bidwell Street, Mangini Parkway and White Rock Road include the required sound walls with the required heights.along all of these public streets in accordance with the recommendations of the noted acoustical study. The Community Development Department will review and approve all site plans for each and every lot in the subdivision to verify compliance with this condition.	Yes.

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

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

#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
73.		***Litter Control*** During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	
		FIRE DEPT REQUIREMENTS				
74.		***Prepare fuel modification plan (FMP).*** The owner/applicant shall submit a Fuel Modification Plan consistent with the FPA Open Space Management Plan to the City for review and approval by the City. Final approval of the plan shall occur prior to the issuance of a building permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the City for approval prior to implementation. The owner/applicant shall dedicate a 30-foot-wide fuel modification easement(s) for all residential properties located adjacent to open space areas within the development. The owner/applicant shall dedicate easements, if applicable, for the required fuel modification buffer. The fuel modification easement(s) shall be shown on the Final Map. The owner/applicant shall be responsible for the maintenance of the fuel modification areas until such time that the City takes ownership of the open space areas that are to be deeded to the City within the project site.	M, B	CD (P), FD	The Community Development Department, the Fire Department and the Parks & Recreation Department have reviewed and approved the Fuel Modification Plan (FMP) for the subdivision. The fuel modification easement, where applicable, is shown on the final map for this subdivision.	Yes

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
75.		***All-Weather Access and Fire Hydrants*** The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department. • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed residential portion of the project is determined to be 875 GPM for one hour. • All public streets shall meet City of Folsom Street Standards. • The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30 • The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed. As of May 1, 2022, the City has issued approximately 1300 Certificates of Occupancy in the Folsom Plan Area.	Yes

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#	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
		LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
76.		The owner/applicant shall obtain a tree removal permit, mitigate for removal of protected and heritage trees in accordance with Chapter 12.16 of the City of Folsom Municipal Code for Tree Preservation, and minimize indirect impacts to trees to be preserved. This shall include the following: • A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities. • A Mitigation Plan shall be prepared by the owner/applicant to mitigate for the removal of the protected Canopy Oak Trees and Isolated Oak Trees within the development site. The Mitigation Plan for the Isolated Oak Trees shall consist of replacement trees and/or payment of "In-Lieu" fees on a diameter inch bases consistent with 10-14, 10-15 of the FPASP. Replacement trees may be located within the boundaries of the development parcel, a natural parkway, landscape corridor or passive or preserve open space zone, preferably within the Folsom Plan Area. The Mitigation Plan for the Isolated Oak Trees shall be subject to review and approval by the City. The Mitigation Plan for the Canopy Oak Trees shall be consistent with the mitigation requirements established by the Folsom Plan Area Specific Plan. • The Conservation Areas shall be fenced prior to construction. In addition, oak trees to be preserved within the Passive Recreation Open Spaces shall be fenced with high-visibility fencing prior to starting construction. The fencing shall be installed outside the tree preservation zone of oak trees, and shall surround the entirety of the tree preservation zone area. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.	G, I	CD (P)(E)	The owner/applicant obtained a Tree Permit from the Community Development Department for the removal of protected oak trees that were impacted by the grading and construction of Phase 1 of the Toll Brothers at Folsom Ranch project. The Tree Permit was approved prior to commencement of grading and construction in the Summer of 2020. The owner/applicant paid in-lieu fees for the removal of some trees, the City approved a Tree Replacement Plan for another portion of the tree that were removed and preserved existing oak trees in El Dorado County for the remaining mitigation for the total number of protected trees in accordance with this condition. The Conservation Easements within the Phase 1 portion of the subdivision were fenced off around their boundaries in advance of the commencement of grading and construction and the City verified compliance by inspecting the fence in advance of grading.	Yes

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77.		• The owner/applicant shall retain an ISA certified project arborist for implementation of the project. The project arborist shall be responsible for overseeing onsite tree removal and tree preservation. Oak trees located adjacent to construction areas that may be indirectly impacted due to work within or near the Tree Protection Zone shall be identified and tagged by the project arborist during construction activities. The indirectly impacted trees shall be monitored by the project arborist for five years in accordance with the Conceptual Oak Plan and FPASP EIR/EIS Mitigation Measure 3A.3-5. Trees that appear to be dead or dying within five years of project implementation will be replaced as per the requirements of this Plan.	G	CD (P)(E)	The owner/applicant has retained an ISA certified project arborist. The project arborist was on-site during the removal of all protected oak trees and was present during grading within the tree protection zone (TPZ) of those tree that were to be preserved. All of the preserved trees were identified, tagged and TPZ fencing was placed around them prior to commencement of grading in August of 2020.	Yes

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#	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
78.		***Landscaping Plans*** Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Toll Brothers project.	B	CD (P)(E)	The Community Development Department is currently reviewing the landscape and streetscape plans for this subdivision. Prior to plan approval, the Community Development Department will review the plans for compliance with this condition.	Yes.
79.		***Right of Way Landscaping*** Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.	I, OG	CD (P)	The landscape and irrigation improvements for all open space parcels in the subdivision will be constructed upon completion of the roads and lots that adjoin them.	Yes.

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
		MAP REQUIREMENTS				
80.		***Subdivision Improvement Agreement*** Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)	The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes.
81.		***The Final Inclusionary Housing Plan*** The Final Inclusionary Housing Plan shall be approved by the City Council, and the Inclusionary Housing Agreement approved by the City Attorney shall be executed prior to recordation of the first Small-Lot Final Map for the Toll Brothers at Folsom Ranch project.	M	CD (P)(E)	The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.	Yes

82.		***Department of Real Estate Public Report*** The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and the CC&R's for the Toll Brothers at Folsom Ranch project the following items: 1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 6) The project site is located adjacent to the future JPA Connector which may generate noise impacts during various times including but not limited to evening and nighttime hours.	M	CD (P) PK	The Community Development Department has reviewed the subdivisions CC & R's and verified that all required disclosures in this condition of approval are included.	Yes
83.		***Public Utility Easements*** The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot			The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets	Yes.

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
		(12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)	within the subdivision. The public utility easements are shown on the final map.	
84.		***Final Map Phasing*** Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.	M	CD (E)	The Community Development Department has reviewed and approved the phasing plan for Phase 2C of the Toll Brothers project.	Yes
85.		***Backbone Infrastructure*** As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.	M	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder by separate instrument.	Yes
86.		***New Permanent Benchmarks*** The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer and the new benchmarks have been placed in compliance with this condition of approval.	Yes.

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
87.		***Centralized Mail Delivery Units*** All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.	M	CD (E)	The final map for this subdivision includes the required easement for the placement of centralized mail delivery units. The USPS will provide the owner/applicant with the location of the mail delivery unit and will provide a concrete pad for the placement is the specified location in the subdivision.	Yes.
88.		***Recorded Final Map*** Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.	B	CD (E)	The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the CDD prior to building permit issuance in the subdivision.	Yes.
89.		***Recorded Final Map*** Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P), FCUSD	The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the FCUSD prior to building permit issuance in the subdivision.	Yes.
90.		***Credit Reimbursement Agreement*** Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.	M	CD (E)	The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the Phase 2C subdivision. The executed agreements are on file with the Community Development Department.	Yes.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
ARCHITECTURE/SITE DESIGN REQUIREMENTS						

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
91.		The Regency Phase 1 portion of the Toll Brothers at Folsom Ranch project (Lots 1-590 as shown on the Small-Lot Vesting Tentative Subdivision Map) shall comply with the following architecture and design requirements: 1. This approval is for five, one-story master plans in four architectural styles with three color and material options each for the Regency portion of the Toll Brothers project. The applicant shall submit building plans that comply with this approval and the attached building elevations dated August 30, 2019. 2. The design, materials, and colors of the proposed Regency single-family and townhome residential units shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other. 4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas. 5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front building elevation of each Master Plan to the satisfaction of the Community Development Department. 6. A minimum of one street shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final. 7. A maximum of 25% of the townhome product located on interior lots shall been permitted to have a side entry at the primary entrance location to the residence.	B	CD (P) (B)	The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.	.Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
92.		***Design Review Approval*** Prior to issuance of a building permit for any residential units within the traditional Subdivisions (Lots 1-214 as shown on the Small-Lot Vesting Tentative Subdivision Map) and Regency Phase 2 (421 unmapped residential units) portions of the Toll Brothers at Folsom Ranch project, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all residences to be built within the aforementioned portions of the project area. If the architecture is not consistent with the Folsom Ranch Central District Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be reviewed by the Planning Commission. In addition, the final design of the clubhouse within the Regency Phase 1 portion of the project shall be subject to review and approval by the Planning Commission. If other clubhouse structures are proposed with the Regency Phase 2 portion of the project or the traditional Subdivision portion of the project, they will also be subject to review and approval by the Planning Commission.	B	CD (P) PR	This condition has been satisfied with the approval of the Phase 2C design review by the Planning Commission.	Yes
93.		***Mechanical Equipment Screening*** All mechanical equipment shall be concealed from view of public and private streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.	B	CD (P) (E)	The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.	Yes
PARKS AND RECREATION REQUIREMENTS						

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
94.		The owner/applicant shall modify the FPASP Land Use Plan and Parks Plan to identify the relocated public park lands that are outside of the project area prior to issuance of the first building permit for Regency Phase 1. The relocated parklands shall include 8 acres adjacent to the planned Local Park No. 4 (LP4) which is 2.3 acres in size, resulting in a 10.3-acre park site. The remaining 2 acres shall be relocated adjacent to Local Park No. 2 (LP2) which is 1.1 acres in size, resulting in a 3.1-acre park site. Final parkland location and size shall be approved by the Parks and Recreation Director.	B	CD (E) (P), PR	The owner/applicant has modified the FPASP Land Use Plan and Parks Plan for the required park land transfers and the modified plans are on file with the Community Development Department.	Yes
95.		The owner/applicant shall provide 7.5-acres of private recreation facilities within the "Regency" Phase 1 Subdivision (Lot D: 5.0-acres)(Lot G: 0.5-acres)(Lot F: 0.5-acres) and "Traditional Homes" Subdivision (Lot E: 1.5-acres) portions of the proposed project as shown on the Small Lot Vesting Tentative Subdivision Maps. The final size and location of the private amenity within the "Regency" Phase 2 Subdivision as shown on the Toll Brothers at Folsom Ranch Master Plan Exhibit will be determined with approval of the future entitlements associated with "Regency" Phase 2.	M, OG	CD (E) (P), PR	The final map for this subdivision includes the creation of Lot W and includes a note that Lot D will be granted to the Regency HOA by separate instrument. The other lots in Phase 1 will be created with future phased maps in the Regency project.	Yes
96.		Prior to issuance of the last building permit (342nd building permit) within Phase 1B of the Regency Phase 1 Active-Adult Community as shown on the Conceptual Phasing Exhibit, dated January 24, 2020, the owner/applicant shall begin construction of the private amenity and maintain continual progress until completion.	B, OG	CD (E) (P), PR	The private amenity has been completed.	Yes
97.		Prior to issuance of the last building permit (590th building permit) in Phase 1C of the Regency Phase 1 Active-Adult Community as shown on the Conceptual Phasing Exhibit, dated January 24, 2029, the owner/applicant shall begin construction of the two private dog-park amenities and maintain continual progress until completion.	B, OG	CD (E) (P), PR	The Community Development Department will monitor the progress of development of the Regency age-restricted project to verify compliance with this condition.	Yes.
98.		Prior to issuance of the 137th building permit within Traditional Subdivision portion of the Toll Brothers at Folsom Ranch project, the owner/applicant shall begin construction of the private amenity and maintain continual progress until completion.	B, OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Yes.
99.		Prior to the issuance of the last building permit within Regency Phase 1, the owner/applicant shall complete grading of the public trails on Lots H, I, J, and N, and the Class 1 trail parallel to Mangini Parkway on Lots Q and R, as shown on the Toll Brothers Public Trails System Modification Exhibit and Vesting Tentative Subdivision Map, dated January 24, 2020.	B	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Yes.

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#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
100.		The owner/applicant shall include the maintenance of all graded subdivision trails and completed Class I trail parallel to Mangini Parkway within the responsibility of the development Homeowner's Association (HOA) until the Open Space is deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of these trails until the transfer of Open Space ownership to the City is complete.	G, I, OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Yes.
101.		The owner/applicant shall include the maintenance of all private trail connections within the responsibility of the development Homeowner's Association (HOA) in perpetuity. The City shall not incur any maintenance responsibility or expense as a result of these private trail connections to the public trails within the subdivision.	G, I, OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Yes.
102.		The owner/applicant shall include the maintenance of all 86.1-acres of Open Space (Measure W Open Space) and fuel modification buffers, in accordance with the Folsom Plan Area Open Space Master Plan, within the responsibility of the development Homeowner's Association (HOA) until the Open Space is deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of this Open Space until the transfer of Open Space ownership to the City is complete. In addition, the Open Space shall not be deeded to the City until development on both sides adjacent to the Open Space are complete and at such a time the City is ready to take ownership.	OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Yes.
103.		Parkland dedications shall be calculated as net acreage.	G, I	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Yes.
		MISCELLANEOUS REQUIREMENTS				
104.		The owner/applicant shall update the Folsom Plan Area Specific Plan to reflect all changes and modifications to the General Plan Land Use and Specific Plan Land Use diagrams, tables, and exhibits to reflect changes resulting from the Toll Brothers at Folsom Ranch project prior to issuance of the first building permit to the satisfaction of the Community Development Department.	B	CD (E) (P), PR	The owner/applicant has modified the FPASP Land Use Plan and Parks Plan for the required park land transfers and the modified plans are on file with the Community Development Department.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	**Mitigation Measures**	**Condition of Approval**	**When Required**	**Responsible Department**	**Comments**	**Condition Satisfied?**
105.		The Regency Phase 1 (Lots 1-590 as shown on the Small-Lot Vesting Tentative Subdivision Map dated October 17, 2019) and the Regency Phase 2 unmapped portions of the Toll Brothers at Folsom Ranch project shall be limited to age-restricted (Age 55+) residential units.	OG	CD (E) (P)	The Community Development Department has reviewed and approved the CC&R's for the subdivision that include this restriction and will monitor the project to ensure compliance.	Yes

Mitigation Measures						
19.	***Toll Brothers at Folsom Ranch Project Mitigation Monitoring Reporting Program (MMRP).*** Table 1 below describes the mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015), and the Toll Brothers at Folsom Ranch Project.					
		CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN				
#	**Mitigation Number (Source)**	**Mitigation Measures**	**Timing**	**Responsible Agency**	**Comments**	**Condition Satisfied?**
Aesthetics						
106-1	**3A.1-1 (FPASP EIR/EIS)**	**Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.** The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.	1. Plans and specifications: before approval of grading plans and building permits 2. Construction: before the approval of occupancy permits associated with residential and commercial units 3. Maintenance: in perpetuity	City of Folsom Community Development Department	The Toll Brothers at Folsom Ranch subdivision does not have any frontage along US HWY 50 and therefore this condition does not apply to the subdivision.	
106-2	**3A.1-4 (FPASP EIR/EIS)**	**Screen Construction Staging Areas.** The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.	The construction staging area for the subdivision is not located near any existing sensitive biological resources, land uses or existing residences. The construction area is shown on the plans for the subdivision and the plans have been approved by the Community Development Department.	

		Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.				
106-3	**3A.1-5 (FPASP EIR/EIS)**	**Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.** To reduce impacts associated with light and glare, the City shall: ▸ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▸ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall: ▸ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▸ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▸ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▸ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. ▸ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▸ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ▸ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.	Before approval of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plans for subdivision. The plans are in compliance with the condition of approval.	Yes

		▸ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards. A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).				
Air Quality						
106-4	**3A.2-1a (FPASP EIR/EIS)**	**Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.** To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations. **Basic Construction Emission Control Practices** ▸ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▸ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▸ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▸ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▸ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▸ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (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.	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		▸ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. **Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas** ▸ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▸ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▸ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. Enhanced Fugitive PM Dust Control Practices – Unpaved Roads ▸ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▸ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▸ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. **Enhanced Exhaust Control Practices** ▸ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired				

		immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations. ▸ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.				
106-5	**3A.2-1b (FPASP EIR/EIS)**	**Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO_X Emissions Generated by Construction of On-Site Elements.** Implementation of the project or the other four other action alternatives would result in construction-generated NO_X emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NO_X emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO_X emissions to a less-than-significant level (i.e., less than 85 lb/day). All NO_X emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NO_X that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO_X emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of NO_X plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from $517,410 to $824,149, depending on which alternative is selected. Because the fee is based on the mass	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)				
106-6	**3A.2-1c (FPASP EIR/EIS)**	Analyze and Disclose Projected PM_{10} Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM_{10} to disclose what PM_{10} concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM_{10} emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.	Before the approval of all grading plans by the City.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-7	**3A.2-2 (FPASP EIR/EIS)**	**Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.** To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-8	**3A.2-4a (FPASP EIR/EIS)**	**Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.** The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans. The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases. The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

106-9	**3A.2-4b (FPASP EIR/EIS)**	**Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.** The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants. ▸ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0. ▸ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. ▸ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. ▸ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005. ▸ Implement the following additional guidelines, which are recommended in ARB's Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory: ▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines. ▪ Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other.	Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-10	**3A.2-5 (FPASP EIR/EIS)**	**Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.** A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction	Before the approval of all grading plans by the City and throughout project construction, where	City of Folsom Community Development Department	The owner/applicant obtained approval for an Asbestos Dust Mitigation Plan from the SMAQMD prior to commencement of grading and construction in the Summer of 2020. The approved Asbestos Dust Mitigation Plan is on file with the Community Development Department.	Yes

		during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentinite) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.	applicable, for all project phases.			
106-11	**3A.2-6 (FPASP EIR/EIS)**	**Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.** The project applicant(s) for any particular discretionary development application shall implement the following measures: ▸ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors. ▸ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.) ▸ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature. ▸ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. ▸ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors. ▸ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. This subdivision is residential and is not adjacent to any odorous land uses and is not adjacent to the future Corporation Yard.	Yes

		▸ Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)				
Biological Resources						
106-12	**3A.3-1a (FPASP EIR/EIS)**	**Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.** To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality." The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit. In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Community Development Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB. There are no off-site elements outside the City limits for this subdivision.	Yes

		Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality." Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard. See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.				
106-13	**3A.3-1b (FPASP EIR/EIS)**	**Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the U.S., and Waters of the State.** Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct discretionary development entitlement, the project applicant(s) for any particular discretionary development application requiring fill of wetlands or other waters of the U.S. or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the respective phase. For each respective discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, including waters of the state, that potentially support Federally listed species. The project applicant(s) shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that development increment. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the project on behalf of the project applicant(s). Before any ground-disturbing activities in an area that would adversely affect wetlands and	Before the approval of grading or improvement plans or any ground disturbing activities for any project development phase containing wetland features or other waters of the U.S. The MMP must be approved before any impact on	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City. The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has	Yes

		before engaging in mitigation activities associated with each discretionary development entitlement, the project applicant(s) shall submit the draft wetland MMP to USACE, the Central Valley RWQCB, Sacramento County, El Dorado County, and the City for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be finalized prior to impacting any wetlands. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. As part of the MMP, the project applicant(s) shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset and replace the aquatic functions and services that would be lost at the SPA, account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the SPA because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced. The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and USACE's October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions. According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. The use of mitigation credits also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA, 2008). Permittee-responsible on-site mitigation areas can be exposed to long-term negative effects of surrounding development since they tend to be smaller and less buffered than mitigation banks. The Final Rule also establishes a preference for a "watershed approach" in selecting locations for compensatory mitigation project locations, that mitigation selection must be "appropriate and practicable" and that mitigation banks must address watershed needs based on criteria set forth in the Final Rule. The watershed approach accomplishes this objective by expanding the informational and analytic basis of mitigation project site selection decisions and ensuring that both authorized impacts and mitigation are considered on a watershed scale rather than only project by project. This requires a degree of flexibility so that district engineers can authorize mitigation projects that most effectively address the case-specific circumstances and needs of the watershed, while remaining practicable for the permittee. The SPA includes portions of the Alder Creek, Buffalo Creek, Coyote Creek, and Carson Creek Watersheds. The majority of the SPA is within the Alder Creek Watershed. Alder Creek and Buffalo Creek are part of the Lower American River Watershed. Carson Creek and Coyote Creek are part of the Cosumnes River Watershed. Mitigation credits may be available within the Cosumnes Watershed, but not within the American River Watershed and not within the sub-watersheds of the SPA. Therefore, aquatic habitats may need to be restored or created on the SPA and adjacent off-site lands, preferably within the affected watersheds, in order to successfully replace lost functions at the appropriate watershed scale where loss of function would occur. It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site.	wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after construction, as required.		submitted monthly reports to the City and SRWQCB. The owner/applicant has recorded Declarations of Covenants & Restrictions (DCR's) in compliance with the requirements of the USACE permit. The DCR's are shown on the final map.	

		Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard. The SPA is located within the service areas of several approved mitigation banks (e.g., Bryte Ranch, Clay Station, Fitzgerald Ranch, and Twin City Mitigation Bank). The majority of compensatory mitigation for wetland impacts is proposed to be accomplished at an agency approved mitigation bank or banks authorized to sell credits to offset impacts in the SPA. The applicants' biological consultant, ECORP, has identified availability of approximately 31 vernal pool credits and 228 seasonal wetland credits at mitigation banks whose service area includes the SPA. Additional credits may also be available from pending, but not yet approved, mitigation banks. However, availability is subject to change and, as noted above, a combination of mitigation bank credits and permittee-responsible on and off-site mitigation may be necessary to fully offset project impacts on wetlands and other waters of the U.S. If USACE determines that the use of mitigation bank credits is not sufficient mitigation to offset impacts within the SPA, the October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions requires USACE to specifically demonstrate why the use of bank credits is not acceptable to USACE in accordance with Section 33 CFR 332.3(a)(1). Compensatory mitigation for losses of stream and intermittent drainage channels shall follow the Final Rule Guidelines, which specify that compensatory mitigation should be achieved through in-kind preservation, restoration, or enhancement within the same watershed, subject to practicability considerations. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal swale, seasonal wetland, seep, marsh, pond, and intermittent and perennial stream habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following: ▸ Compensatory mitigation sites and criteria for selecting these mitigation sites. In General, compensatory mitigation sites should meet the following criteria, based on the Final Rule; ▪ located within the same watershed as the wetland or other waters that would be lost, as appropriate and practicable; ▪ located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses, and the likelihood for success and sustainability; ▸ A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other appropriate wetland assessment protocol as determined through consultation with USACE and the USFWS, to establish baseline conditions; ▸ Specific creation and restoration plans for each mitigation site; ▸ Use of CRAM to compare compensatory wetlands to the baseline CRAM scores from wetlands in the SPA. The compensatory wetland CRAM scores shall be compared against the highest quality wetland of each type from the SPA;				

		▸ CRAM scores, or other wetland assessment protocol scores, from the compensatory wetlands shall be compared against the highest quality wetland scores for each wetland type to document success of compensatory wetlands in replacing the functions of the affected wetlands to be replaced; ▸ Monitoring protocol, including schedule and annual report requirements, and the following elements: ▪ ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable; ▪ assessments conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. ▪ assessments results for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year; ▪ assessments analysis conducted annually for 5 years after any construction adjacent to wetlands preserved on the SPA to determine whether these areas are retaining functions and values. Assessments results for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year; ▪ analysis of assessments data, including assessment of potential stressors, to determine whether any remedial activities may be necessary; ▪ corrective measures if performance standards are not met; ▪ monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site "matures" over time; ▪ GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat; ▪ adaptive management measures to be applied if performance standards and acreage requirements are not being met; ▪ responsible parties for monitoring and preparing reports; and ▪ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. A final operations and management plan (OMP) for all on- and off-site permittee-sponsored wetland preservation and mitigation areas shall be prepared and submitted to USACE and USFWS for review, comment and preliminary approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism				

		information (e.g., endowment). A final OMP for each discretionary development entitlement affecting wetlands must be approved prior to construction. USACE has determined that the project will require an individual permit. In its final stage and once approved by USACE, the MMP for the project is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the U.S., including jurisdictional wetlands. In addition to USACE approval, approval by the City, Sacramento County, El Dorado County, and the Central Valley RWQCB, as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes, will also be required. Approvals from Sacramento County and El Dorado County shall be required for impacts resulting from off-site project elements occurring in these counties, such as the off-site detention basin in Sacramento County and the roadway connections into El Dorado County. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA. Water quality certification pursuant to Section 401 of the CWA will be required before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).				
106-14	**3A.3-2a (FPASP EIR/EIS)**	**Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.** To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required. If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.				
106-15	**3A.3-2b (FPASP EIR/EIS)**	**Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan.** To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below. Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist. The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land. Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall	Before the approval of grading, improvement, or construction plans and before any ground disturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat. The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement. The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement. If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).				
106-16	**3A.3-2c (FPASP EIR/EIS)**	**Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.** To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring	Before the approval of any ground-disturbing activity within	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior	Yes

		within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins. If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.	500 feet of suitable nesting habitat as applicable for all project phases.		to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	
106-17	**3A.3-2d (FPASP EIR/EIS)**	**Avoid and Minimize Impacts to Special-Status Bat Roosts.** The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required. If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-18	**3A.3-2g (FPASP EIR/EIS)**	**Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions.** No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until a biological opinion (BO) or Not Likely to Adversely Affect (NLAA) letter has been issued by USFWS and the project applicant(s) for any particular discretionary development entitlements affecting such areas have abided by conditions in the BO (including conservation and minimization measures) intended to be completed before on-site construction. Conservation and minimization measures shall include preparation of supporting documentation describing	Before the approval of any grading or improvement plans, before any ground disturbing activities within 250 feet of said	U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service; and City of Folsom	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements. As described under Mitigation Measure 3A.3-1a, an MMP shall be developed that describes details how loss of vernal pool and other wetland habitats shall be offset, including details on creation of habitat, account for the temporal loss of habitat, contain performance standards to ensure success, and outline remedial actions if performance standards are not met. The project applicant(s) for any particular discretionary development application potentially affecting vernal pool habitat shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be consistent with guidance provided in Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California (USFWS 1996) or shall provide an alternative approach that is acceptable to the City, USACE, and USFWS and accomplishes no net loss of habitat acreage, function, and value. The project applicant(s) for any particular discretionary development application "potentially affecting vernal pool habitat" shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. This standard shall be accomplished by requiring the project applicant(s) for any discretionary development application affecting vernal pool or seasonal wetland habitat to identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve acreage of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat at a ratio approved by USFWS at the conclusion of the Section 7 consultation. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and before any ground disturbing activity within 250 feet of the habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS. The project applicant(s) will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan (i.e., if impacts on specific habitat acreage are mitigated by one project phase or element, the project applicant(s) will not be required to mitigate for it again in another phase of the project). A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, "Hydrology and Water Quality - Land" for the details of BMPs to be implemented. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and/or BMPs.	Community Development Department		
106-19	**3A.3-4a (FPASP EIR/EIS)**	**Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement.** The project applicant(s) for any particular discretionary development application shall obtain a Section 1602 streambed alteration agreement from DFG for all construction activities that would occur in the bed and bank	Before the approval of grading or	California Department of Fish and Game	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and	Yes

		of Alder Creek and other drainage channels and ponds on the SPA. As a condition of issuance of the streambed alteration agreement, the project applicant(s) for any particular discretionary development application affecting riparian habitat shall hire a qualified restoration ecologist to prepare a riparian habitat MMP. The draft MMP shall describe specific method(s) to be implemented to avoid and/or compensate for impacts on the stream channel of Alder Creek and other drainage channels within DFG jurisdiction, and the bed and banks of the on-site ponds. Mitigation measures may include establishment or restoration of riparian habitat within the project's open space areas along preserved stream corridors, riparian habitat restoration off-site, or preservation and enhancement of existing riparian habitat either on or off the SPA. The compensation habitat shall be similar in composition and structure to the habitat to be removed and shall be at ratios adequate to offset the loss of riparian habitat functions and services at the SPA. The riparian habitat compensation section of the habitat MMP shall include the following: ▸ compensatory mitigation sites and criteria for selecting these mitigation sites; ▸ complete assessment of the existing biological resources in both the on-site and off-site preservation and restoration areas; ▸ site-specific management procedures to benefit establishment and maintenance of native riparian plant species, including black willow, arroyo willow, white alder, and Fremont cottonwood; ▸ a planting and irrigation program if needed for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting); ▸ in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; ▸ monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years); ▸ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved; ▸ corrective measures if performance standards are not met; ▸ responsible parties for monitoring and preparing reports; and ▸ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. Any conditions of issuance of the Streambed Alteration Agreement shall be implemented as part of project construction activities that adversely affect the bed and bank and riparian habitat associated with Alder Creek and other drainage channels and ponds that are within the project area that is subject to DFG jurisdiction. The	improvement plans or any construction activities (including clearing and grubbing) that affect the bed and bank or riparian and freshwater marsh habitat associated with Alder Creek and other on-site or off-site drainage channels and ponds.	and City of Folsom Community Development Department	verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	

		agreement shall be executed by the project applicant(s) and DFG before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of Alder Creek and other on-site or off-site drainage channels under DFG jurisdiction and their associated freshwater marsh and riparian habitat. Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with the Caltrans.				
106-20	**3A.3-4b (FPASP EIR/EIS)**	**Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation.** The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements. If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage: establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-21	**3A.3-5 (FPASP EIR/EIS)**	**Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained On Site.** The project applicant(s) shall prepare an oak woodland mitigation and monitoring plan. The project applicant(s) of all on- and off-site project phases containing oak woodland habitat or individual trees shall adhere to the requirements described below, which are consistent with those outlined in California Public Resources Code 21083.4. Pursuant to Sacramento County General Plan policy, the acreage of oak woodland habitat for determining impacts and mitigation requirements was calculated as the oak tree canopy area within stands of oak trees having greater than 10% cover plus a 30-foot-radius buffer measured from the outer edge of the tree canopy. Oak trees located in areas greater than 30 feet from stands meeting the greater than 10% tree canopy cover criterion were considered isolated trees and not part of the blue oak woodland community. Mitigation for impacts on isolated oak trees is discussed separately below. ▸ Preserve approximately 399 acres of existing oak woodland habitat in the SPA (this acreage is based on the extent of oak woodland habitat as determined from aerial photograph interpretation; however, following completion of ground verification by a qualified arborist, the actual amount of oak woodland	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees	City of Folsom Community Development Department	The owner/applicant obtained a Tree Permit from the Community Development Department for the removal of protected oak trees that were impacted by the grading and construction of Phase 3 of the Toll Brothers at Folsom Ranch project. The Tree Permit was approved prior to commencement of grading and construction in the Summer of 2020. The owner/applicant paid in-lieu fees for the removal of some trees, the City approved a Tree	Yes

		present within impact areas could be slightly greater or lesser than the amount calculated from aerial photograph and, therefore, the amount preserved could also be slightly greater or lesser than 399 acres). ▸ Create 243 acres of oak woodland habitat in the SPA by planting a combination of blue oak acorns, seedlings, and trees in the following SPA locations: ▪ Non-wooded areas that are adjacent to or contiguous with the existing oak woodland habitat. ▪ Preserve and passive open space zones throughout the SPA. ▪ Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes). ▪ Other practical locations within the SPA in or adjacent to open space. ▪ Oak Woodlands Mitigation Planting Criteria The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat: ▸ A minimum of 55 planting sites per acre (with a total of 70 units, as defined below) will mitigate for one acre of oak woodland impacts. A combination of acorns, seedlings, and various sizes of container trees (#1 container, #5 container, #15 container) or transplanted trees shall be incorporated into the planting design. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have a minimum of 35 planting sites per acre. The units are defined as follows: ▪ One established acorn equals one unit (acorns will be over planted to maximize potential germination). ▪ One oak seedling equals one unit. ▪ One #1 container oak tree equals two units. ▪ One #5 container oak tree equals three units. ▪ One #15 container oak tree equals four units. ▪ One 24-inch boxed oak tree equals six units. ▪ One transplanted oak tree equals four units per trunk diameter inch (dbh). ▪ Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees, but non oak species shall comprise no more than 10% of the mitigation plantings. ▸ Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of onsite mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity. ▸ Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s), if needed to achieve the creation goal of 243 acres of new blue oak woodland habitat. This measure would only be needed if 243 acres of blue oak woodland could not be created in the SPA. Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for onsite creation. Off-site tree planting shall occur at sites within Sacramento County that should naturally	or oak woodland.		Replacement Plan for another portion of the tree that were removed and preserved existing oak trees in El Dorado County for the remaining mitigation for the total number of protected trees in accordance with this condition. The Conservation Easements within the Phase 3 portion of the subdivision were fenced off around their boundaries in advance of the commencement of grading and construction and the City verified compliance by inspecting the fence in advance of grading.	

		support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in species composition and densities similar to those in the SPA prior to project development. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity. ▸ The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a minimum of eight years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced in sufficient numbers to achieve 80% survival rate for planted trees by the end of the eight-year maintenance and monitoring period. Dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved. Security acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria. **Isolated Oak Tree Mitigation** The project applicant(s) of all on-site project phases containing oak woodland habitat or isolated trees and the off-site Prairie City Road and Oak Avenue interchange improvements to U.S. 50; Rowberry Drive Overcrossing; and the underground sewer force main shall develop a map depicting the tree canopy of all oak trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a plan, as set forth Section 10 of the Folsom Plan Area Specific Plan (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the project applicants and agreed upon by the City: ▸ Project applicant(s) of projects containing isolated oak trees shall retain a certified arborist or registered professional forester to perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual trees shall be assessed according to the American Society of Consulting Arborists rating system with the following added explanations: ▪ 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species.				

		▪ 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted. ▪ 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated. ▪ 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed. ▪ 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in non-reversible decline. This rating is assigned to a tree that has structural and/or health problems that no amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees. ▪ 0 = Dead – the tree has no significant signs of life (dead or very close to being dead). **Isolated Oak Tree Mitigation Planting Criteria** ▸ The determination for whether an isolated tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows: ▪ Trees rated 0 or 1 may be removed with no mitigation. ▪ Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation. ▪ Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation. ▪ Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 3 to 5 shall be retained, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. ▪ Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result. ▪ Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result.				

		▪ Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria: ▸ Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed: ▪ half of a 24-inch box tree; ▪ one #15 container tree; ▪ two #5 container trees; or ▪ $150 in-lieu payment or other fee set by City Council Resolution. ▸ The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in an form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement. ▸ To avoid and minimize indirect impacts on protected trees to remain on the SPA, the project applicant(s) of all affected project phases shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained on the SPA during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas bust must be installed so that the drip lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation. Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the project applicant(s) can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also				

		mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department (for County off-site impacts only) and/or the City of Folsom. Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with Caltrans.				
106-22	**WS-1 (Addendum)**	**Conduct Environmental Awareness Training for Construction Employees.** Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment. The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-23	**WS-2 (Addendum)**	**Conduct Preconstruction Western Spadefoot Survey.** The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction western spadefoot survey within 48 hours of the initiation of construction activity within suitable tadpole habitat (e.g., vernal pools, seasonal wetlands, and drainages with standing water) for western spadefoot. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If western spadefoot individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable tadpole habitat.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-24	**NWPT-1 (Addendum)**	**Conduct Preconstruction Northwestern Pond Turtle Survey.** The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction northwestern pond turtle survey within 48 hours of the initiation of construction activity within suitable habitat for northwestern pond turtle. If no northwestern pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If	Before approval of grading or improvement plans or any ground disturbing activities,	California Department of Fish and Game, and City of Folsom Community	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and	Yes

		northwestern pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.	including grubbing or clearing, within suitable northwestern pond turtle habitat.	Development Department	construction in the Summer of 2020. The compliance table is on file with the City.	
106-25	**NB-1 (Addendum)**	**Preconstruction Nesting Bird Survey.** The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August). If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
Cultural and Tribal Cultural Resources						
106-26	**3A.5-1a (Addendum)**	**Comply with the Programmatic Agreement.** The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;	On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department.	Yes
106-27	**3A.5-1b (Addendum)**	**Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.** These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or	City of Folsom Community Development Department	On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance	Yes

		▸ The project applicant shall retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate. ▸ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements. ▸ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS. ▸ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800. ▸ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS. ▸ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment. ▸ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts.	clearing, for any project phase.		letters are on file with the Community Development Department.	

		Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).				
106-28	**3A.5-2 (Addendum)**	**Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.** To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following: ▸ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▸ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▸ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers	On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department. Compliance with this condition is monitored through construction inspection.	Yes

		construction job trailer. The phone number of the USACE cultural resources staff member shall also be included. The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor. If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures: ▸ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery. ▸ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.				
106-29	**3A.5-3 (Addendum)**	**Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.** In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department	There have been no human remains discovered during the course of grading and construction in the project.	

		Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements: ▸ record the site with the NAHC or the appropriate Information Center, ▸ use an open-space or conservation zoning designation or easement, or ▸ record a reinternment document with the county. The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.				
Geology and Soils						
106-30	**3A.7-1a (FPASP EIR/EIS)**	Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following: ▸ site preparation; ▸ soil bearing capacity; ▸ appropriate sources and types of fill;	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	The owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes

		▸ 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. In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.				
106-31	**3A.7-1b (FPASP EIR/EIS)**	**Monitor Earthwork during Earthmoving Activities.** All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	Compliance with this condition has been monitored through construction inspection by the City.	Yes
106-32	**3A.7-3 (FPASP EIR/EIS)**	**Prepare and Implement the Appropriate Grading and Erosion Control Plan.** Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases. For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance	Before the start of construction activities.	City of Folsom Community Development Department	Compliance with this condition has been monitored through construction inspection by the City.	Yes

		and the state's NPDES permit, and shall include the site-specific grading associated with roadway development. For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin. The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties). Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.				
106-33	**3A.7-5 (FPASP EIR/EIS)**	**Divert Seasonal Water Flows Away from Building Foundations.** The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.	Before and during earthmoving activities.	City of Folsom Community Development Department	The Community Development Department has reviewed and all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
106-34	**3A.7-10 (FPASP EIR/EIS)**	**Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.** To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following: ▸ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		▸ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).				
Greenhouse Gas Emissions and Climate Change						
106-35	**3A.4-1 (FPASP EIR/EIS)**	**Implement Additional Measures to Control Construction-Generated GHG Emissions.** To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process. SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following: ▸ Improve fuel efficiency from construction equipment: ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▸ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ▸ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO_X] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b). ▸ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▸ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▸ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▸ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▸ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▸ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▸ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ▸ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.				
106-36	**3A.4-2b (FPASP EIR/EIS)**	**Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.** The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all	City of Folsom Community Development Department	The owner/applicant worked with an organization Urban Wood Rescue which is a program in association with the Sacramento Tree Foundation that makes wood products from large trees that are removed as a result of development. The owner/applicant provided most of the large trees that were removed as a part of the grading and construction for the project to Urban Wood Rescue and they	Yes

		carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.	on- and off-site elements.		made table, furniture, etc. from the trees that were provided. The remaining trees and tree canopy was mulched by the owner/applicant and is stored on site to use as mulch in the landscape areas throughout the project. No removed trees were transported to the landfill in accordance with this condition of approval.	
Hazards and Hazardous Materials						
106 -37	**3A.8-2 (FPASP EIR/EIS)**	**Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.** The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas. The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances: ▸ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ▸ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction	Before and during earth moving activities	City of Folsom Community Development Department	The subdivision is not within any identified area where contaminated groundwater is present. Therefore there is no required Phase 1 or Phase 2 Environmental Assessment required.	

		activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. ▸ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).				
106-38	**3A.8-6 (FPASP EIR/EIS)**	**Prudent Avoidance and Notification of EMF Exposure.** Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line , or within 150 feet from the 220-230 kV power line . The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.	At the submission of tentative map applications.	City of Folsom Community Development Department	There are no overhead powerlines existing within this subdivision and all proposed and future utility lines to serve this subdivision will be placed underground in accordance with the subdivision's conditions of approval.	
106-39	**3A.8-7 (FPASP EIR/EIS)**	**Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.** To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components: ▸ Description of the project. ▸ 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:	Before issuance of grading permits for the project water features.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		▪ BMPs that would implemented on-site; ▪ public education and awareness; ▪ sanitary methods used (e.g., disposal of garbage); ▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and ▪ stormwater management (consistent with Stormwater Management Plan). ▸ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following: ▸ build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; ▸ perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; ▸ design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; ▸ coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; ▸ enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; ▸ if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg–laying (female mosquitoes can fly through pipes); and ▸ design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).				
Hydrology and Water Quality						
106-40	**3A.9-1 (FPASP EIR/EIS)**	**Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.** Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and	City of Folsom Community Development Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a	Yes

		(for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify: ▸ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences ▸ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ▸ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▸ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▸ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ▸ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▸ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below. ▸ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ▸ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▸ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. A copy of the approved SWPPP shall be maintained and available at all times on the construction site. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and	development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.		Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	

		implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).				
106-41	**3A.9-2 (FPASP EIR/EIS)**	**Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.** Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodfication impacts. The plans shall include, but not be limited to, the following items: ▸ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; ▸ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▸ a description of the proposed maintenance program for the on-site drainage system; ▸ project-specific standards for installing drainage systems; ▸ City and El Dorado County flood control design requirements and measures designed to comply with them; Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following: ▸ use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ▸ 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;	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	Yes

		▸ minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and ▸ minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department). Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.				
106-42	**3A.9-3 (FPASP EIR/EIS)**	**Develop and Implement a BMP and Water Quality Maintenance Plan.** Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below. ▸ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▸ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the '"Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004). ▸ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ▸ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB. The owner/applicant has prepared storm drain design reports and provided storm drain calculations for all of the proposed storm drainage features and detention/water quality and hydromodification basins necessary to serve this subdivision. These reports have been reviewed and approved by the Community Development and Public Works Departments.	Yes

		▸ LID control measures shall be integrated into the BMP and water quality maintenance plan. 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. New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.				
106-43	**3A.9-4 (FPASP EIR/EIS)**	**Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.** Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.	Prior to submittal to the City of tentative maps or improvement plans.	City of Folsom Community Development Department	There are no existing or proposed dams upstream from this subdivision and therefore there is no requirement to perform the analysis required in this condition of approval.	
Noise and Vibration						
106-44	**3A.11-1 (FPASP EIR/EIS)**	**Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.** To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below: ▸ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection.	Yes

		▸ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▸ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▸ All motorized construction equipment shall be shut down when not in use to prevent idling. ▸ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site). ▸ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. ▸ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. ▸ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). ▸ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. ▸ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.				
106-45	**3A.11-3 (FPASP EIR/EIS)**	**Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.** ▸ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.	Before and during bulldozing and blasting activities on the	City of Folsom Community Development Department	Blasting has been necessary throughout the course of grading and construction in this subdivision. The blasting has not been within 2000 feet of any sensitive receptor. The blasting contractor has	Yes

		▸ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors. ▸ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California. ▸ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast. ▸ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.	SPA and within El Dorado Hills and the County of Sacramento		obtained a blasting permit from the City and the Community Development Department has verified compliance with the permit through construction inspection.	
106 -46	**3A.11-5 (FPASP EIR/EIS)**	**Implement Measures to Reduce Noise from Project-Generated Stationary Sources.** The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor: ▸ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ▸ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. ▸ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. ▸ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.	Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.	City of Folsom Community Development Department	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection. There are no sensitive receptors within 600 feet of any on-going construction and grading activity in the subdivision.	Yes

106-47	**4.13-1 (Addendum)**	**Exterior Traffic Noise Reduction Measures** Prior to building occupancy, the project applicant shall design and construct noise barriers, as detailed below, to reduce traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn. ▸ 6-foot tall solid noise barriers, relative to backyard elevations, shall be constructed along all property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway. ▸ For the proposed Traditional Subdivisions portion of the project, a 7-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road. ▸ For the proposed Regency at Folsom Ranch Phase 1 and Phase 2 portions of the project, an 8-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road. Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use. Barrier height requirements are based on a property boundary setback of 117-122 feet from the ultimate alignment of White Rock Road under the approved Capital Southeast Connector project. If 90 days prior to pulling building permits for the Toll Brothers site, it is determined that there is no evidence that the White Rock Road improvements are funded and moving forward, as described under the approved Capital Southeast Connector project, the project applicant shall obtain the services of a noise consultant to reconduct a site-specific acoustical analysis based on the actual property boundary setback to determine the appropriate noise reduction measures to reduce traffic noise levels in accordance with adopted City of Folsom noise standards.	Prior to building occupancy	City of Folsom Community Development Department	The landscape and streetscape plans for the subdivision include the required masonry walls in the required height and required locations. The Community Development Department will monitor compliance during construction and verify that the sound walls are complete prior to issuance of a Certificate of Occupancy in the subdivision.	
106-48	**4.13-2 (Addendum)**	**Interior Traffic Noise Reduction Measures** Prior to building occupancy, the project applicant shall ensure the following construction design features have been implemented. ▸ For the first-row of homes located along White Rock Road, the west-, south-, and east-facing upper-floor building facades shall maintain minimum window assembly STC ratings of 34. ▸ Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.	Prior to building occupancy	City of Folsom Community Development Department	The Community Development Department will monitor compliance during construction and verify that the sound walls are complete prior to issuance of a Certificate of Occupancy in the subdivision.	
Public Services						
106-49	**3A.14-1 (FPASP EIR/EIS)**	**Prepare and Implement a Construction Traffic Control Plan.** The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary	Before the approval of all relevant plans and/or permits and during construction of	City of Folsom Public Works Department	The Community Development Department has reviewed and approved all traffic control plans required for the construction of both off-site and on-site improvements for this subdivision to verify compliance with City ordinances and	

		during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).	all project phases.		to minimize delays to the travelling public. There are no off-site elements outside the City limits for this subdivision.	
106 -50	**3A.14-2 (FPASP EIR/EIS)**	**Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.** To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below. 1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code. 2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits. In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA. 3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval. 4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	

		The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.				
106-51	**3A.14-3 (FPASP EIR/EIS)**	**Incorporate Fire Flow Requirements into Project Designs.** The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	
Traffic and Transportation						
106-52	**3A.15-1a (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).** To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-53	**3A.15-1b (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).** To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

			implemented and when fair share funding should be paid.			
106-54	**3A.15-1c (FPASP EIR/EIS)**	**The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).** To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-55	**3A.15-1e (FPASP EIR/EIS)**	**Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).** To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-56	**3A.15-1f (FPASP EIR/EIS)**	**Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).** To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

106-57	**3A.15-1h (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).** To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-58	**3A.15-1i (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).** Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

106-59	**3A.15-1j (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).** To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

			(Sacramento County Roadway Segment 10).			
106-60	**3A.15-1l (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).** To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-61	**3A.15-1o (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50** Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-62	**3A.15-1p (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).** To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation and the City of Rancho	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	

		Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Cordova Department of Public Works	building permit issuance in this subdivision.	
106-63	**3A.15-1q (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.	Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-64	**3A.15-1r (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed.	Before project build out. A phasing analysis should	City of Folsom Community Development Department and	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	

		This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	be performed to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation	and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-65	**3A.15-1s (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-66	**3A.15-1u (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-67	**3A.15-1v (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed.	Before project build out. A phasing	City of Rancho Cordova Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure	

		This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Public Works and Sacramento County Department of Transportation	Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-68	**3A.15-1w (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-69	**3A.15-1x (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

			improvement should be built.			
106-70	**3A.15-1y (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-71	**3A.15-1z (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a "braided ramp". The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-72	**3A.15-1aa (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

			map to determine during which project phase the improvement should be built.			
106-73	**3A.15-1dd (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-74	**3A.15-1ee (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-75	**3A.15-1ff (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off	Before project build out. A phasing	City of Folsom Community Development	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure	

		ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Department and Sacramento County Department of Transportation	Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-76	**3A.15-1gg (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-77	**3A.15-1hh (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

			improvement should be built.			
106-78	**3A.15-1ii (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-79	**3A.15-2a (FPASP EIR/EIS)**	Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project 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.	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

106-80	**3A.15-2b (FPASP EIR/EIS)**	**Participate in the City's Transportation System Management Fee Program.** The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-81	**3A.15-2c (FPASP EIR/EIS)**	**Participate with the 50 Corridor Transportation Management Association.** The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-82	**3A.15-3 (FPASP EIR/EIS)**	**Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.** In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-83	**3A.15-4a (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).** To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

106-84	**3A.15-4b (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).** To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-85	**3A.15-4c (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).** To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-86	**3A.15-4d (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).** To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

			project phase the improvement should be built.			
106-87	**3A.15-4e (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).** To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-88	**3A.15-4f (FPASP EIR/EIS)**	**The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).** To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-89	**3A.15-4g (FPASP EIR/EIS)**	**The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).** To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	

			approval of the first subdivision map to determine during which project phase the improvement should be built.		building permit issuance in this subdivision.	
106-90	**3A.15-4i (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).** To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-91	**3A.15-4j (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).** To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

106-92	**3A.15-4k (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8)**. To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-93	**3A.15-4l (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).** To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-94	**3A.15-4m (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).** To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

		responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	project phase the improvement should be built.			
106-95	**3A.15-4n (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).** To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-96	**3A.15-4o (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).** To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-97	**3A.15-4p (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).** To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements,	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	

		based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	approval of the first subdivision map to determine during which project phase the improvement should be built.		building permit issuance in this subdivision.	
106-98	**3A.15-4q (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).** To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106-99	**3A.15-4r (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).** To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

106 - 100	**3A.15-4s (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).** To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106 - 101	**3A.15-4t (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).** To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106 - 102	**3A.15-4u (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

			project phase the improvement should be built.			
142 - 103	**3A.15-4v (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106 - 104	**3A.15-4w (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).** To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106 - 105	**3A.15-4x (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	

		improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	approval of the first subdivision map to determine during which project phase the improvement should be built.		building permit issuance in this subdivision.	
106 - 106	**3A.15-4y (FPASP EIR/EIS)**	**Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	
106 - 107	**4.17-1 (Addendum)**	**East Bidwell Street/Regency Parkway (Driveway #6).** Prior to buildout of the Toll Brothers Site, the project applicant shall construct the intersection as shown in Figure 4-2 of the Addendum: ▸ Northbound: one thru lane and one left turn lane in a 150-foot pocket with 60-foot taper; ▸ Southbound: one thru lane and one right turn lane in a 150-foot pocket with 60-foot taper; ▸ Westbound: one shared lane, plus a 300-foot northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second northbound lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300-foot acceleration lane); and ▸ Control: side-street-stop-control; Note that unsignalized left turns to East Bidwell Street are against City policy. The northbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in Folsom Plan Area Specific Plan, and plan area fees paid by the Project contribute towards its construction in the future.	Prior to issuance of phase 3 building permits.	City of Folsom Community Development Department	This condition will be satisfied prior to issuance of the 546th building permit in the Phase 2 portion of the Toll Brothers at Folsom Ranch Regency project in accordance with previous conditions of approval. The Phase 1 portion of the Regency project consists of 545 dwelling units, The VTSM for the Phase 2 portion of the Regency project has not yet been approved by the City Council.	

106 - 108	**4.17-2 (Addendum)**	**East Bidwell Street/White Rock Road.** Prior to buildout of the Toll Brothers Site, the project applicant shall implement either (A) or (B) below: (A) The Capital Southeast Connector Joint Powers Authority project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 4-3 of the Addendum provides a conceptual intersection layout for this mitigation. Under this scenario, fair share is defined as the project's responsibility to the Sacramento County Transportation Development Fee. The project applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will insure that the mitigation is constructed before project traffic adds five or more seconds of delay to the intersection. (B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 4-4 of the Addendum provides a conceptual intersection layout for this mitigation.	Prior to issuance of phase 1 building permits.	City of Folsom Community Development Department	The Capital Southeast Connector -JPA has executed a construction contract with Goodfellow Brothers, Inc. to construct the Capital Southeast Connector from Prairie City Road to East Bidwell Street. The construction contract was executed in December of 2020. Grading and construction commenced in April 2021. The project will include the relocation and signalization of the existing White Rock Road/East Bidwell Street intersection. The owner/applicant will pay the Sacramento County Transportation Development Fee prior to issuance of all building permits in the subdivision.	
106 - 109	**4.17-3 (Addendum)**	**East Bidwell Street/Mangini Parkway.** Prior to buildout of the Toll Brothers Site, the project applicant shall signalize the intersection with the following geometry (Figure 4-5 of the Addendum): ▸ Northbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, two thru lanes, and one right-turn lane in a 150-foot pocket with a 60-foot taper (the second thru lane shall be developed 300 feet south of the intersection); ▸ Southbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 150-foot pocket with a 60-foot taper; ▸ Eastbound and westbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 200-foot pocket with a 60-foot taper. Note that northbound East Bidwell street will remain at two lanes from Mangini Parkway to US 50.	Signalize the intersection and conduct all geometric improvements, with the exception of the second northbound thru lane prior to issuance of phase 1 building permits. Construct the second northbound thru lane prior to issuance of phase 2 building permits.	City of Folsom Community Development Department	The Community Development Department has reviewed and approved the improvement plans for the construction of these required improvements including the plans for the modification to the existing traffic signal at the intersection of East Bidwell Street and Mangini Parkway. These improvements are currently under construction.	
106 - 110	**4.17-4 (Addendum)**	**East Bidwell Street/Savannah Parkway.** Prior to buildout of the Toll Brothers site, the project applicant shall reconstruct the intersection with the following geometry (Figure 4-6 of the Addendum):	Construct all geometric improvements	City of Folsom Community	The required improvements in this condition have been completed and accepted by the City. These	

		▸ Northbound approach: One thru lane and one shared through-right lane with a 150-foot taper; ▸ Southbound approach: One left turn lane in a 150-foot pocket plus 60-foot taper, and one through lane; ▸ Westbound approach: One left turn lane in a 60-foot pocket plus 60-foot taper, and one through lane; ▸ Southbound departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane should be in a 300-foot pocket plus an appropriate taper. Note that unsignalized left turns to East Bidwell Street are against City policy. The southbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in FPASP, and plan area fees paid by the project applicant contribute towards its construction in the future.	with the exception of one thru northbound lane prior to issuance of phase 1 building permits. Construct the second thru northbound lane prior to issuance of phase 3 building permits.	Development Department	improvements were constructed as part of the off-site improvements for the Mangini Ranch Phase 2, Village No. 7 subdivision.	
106 - 111	**4.17-5 (Addendum)**	**East Bidwell Street/Alder Creek Parkway.** Prior to buildout of the Toll Brothers Site, the project applicant shall reconstruct and signalize the intersection as shown in Figure 4-7 of the Addendum: ▸ Northbound approach: One U-turn lane in a 150-foot pocket with a 60-foot taper, two through lanes, and one right turn lane in a 150-foot pocket plus 60-foot taper. ▸ Southbound approach: One left turn lane in a 240-foot pocket plus 60-foot taper, and two through lanes. The second southbound through lane can be dropped south of Old Ranch Way. ▸ Westbound approach: One right turn lane, plus one left-turn lane in a 200-foot pocket plus 60-foot taper. The above mitigations are consistent with the ultimate geometry for East Bidwell near Alder Creek Pkwy and builds on conditions of approval from neighboring projects.	Construct all geometric improvements with the exception of one thru northbound lane and one thru southbound lane prior to issuance of phase 1 building permits. Construct the second thru northbound lane and the second thru southbound lane prior to issuance of phase 3 building permits.	City of Folsom Community Development Department	The Community Development Department has approved the plans for the reconstruction and signalization of the East Bidwell Street/Alder Creek Parkway intersection in accordance with this condition.	

106 - 112	**4.17-6 (Addendum)**	**White Rock Road/Oak Avenue Parkway.** Prior to project buildout, the project applicant shall implement either (A) or (B) below: (A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to realign this portion of White Rock Road and build a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows: ▸ Southbound: A single shared lane for left and right turns. ▸ Eastbound: A thru lane and a left/U-turn in 300-foot pocket plus taper. ▸ Westbound: A thru lane and a right-turn in 300-foot pocket plus taper. ▸ Signalize with protected phasing for left-turns and U-turns. ▸ Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards. (B) Channelize the White Rock Road/Oak Avenue Pkwy intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365-foot deceleration lane, and the southbound right turn requires a 960-foot acceleration lane. Figure 4-8 of the Addendum provides a conceptual layout for the mitigated intersection.	Prior to issuance of phase 3 building permits	City of Folsom Community Development Department	The Capital Southeast Connector-JPA project is currently under construction. The Connector project will implement and complete Option A in this condition. The owner/applicant shall implement the required improvements to the intersection in compliance with this condition prior to issuance of the first Certificate of Occupancy in the Phase 3 portion of the project.	Yes
Utilities and Service Systems						
106 - 113	**3A.16-1 (FPASP EIR/EIS)**	**Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.** Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom EWR Department	The Phase 1 Sanitary Sewer infrastructure including the off-site sewer trunk main, the Alder Creek Parkway sewer lift station and forced main to serve this subdivision have been constructed by the FPA landowners and have been completed and accepted by the City and are currently in operation.	Yes
106 - 114	**3A.16-3 (FPASP EIR/EIS)**	**Demonstrate Adequate SRWTP Wastewater Treatment Capacity.** The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom EWR Department	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift	Yes

					Station has been accepted by the City and is currently in operation.	
106 - 115	**3A.18-1 (FPASP EIR/EIS)**	**Submit Proof of Surface Water Supply Availability.** a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom EWR Department	The owner/applicant has constructed the necessary infrastructure to provide potable water to the subdivision. The potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation.	Yes
106 - 116	**3A.18-2a (FPASP EIR/EIS)**	**Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.** Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom EWR Department	The off-site potable water infrastructure to serve the subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision.	Yes
106 - 117	**3A.18-2b (FPASP EIR/EIS)**	**Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).** If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom EWR Department	This condition is not applicable to this subdivision. The water supply for this subdivision is provided by the City of Folsom Water Treatment Plant rather than an Off-Site Water Treatment Plant	
Additional Measures						
106 - 118	**Cumulative Mitigation**	**Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.** The City of Folsom is a participant in the development of an East Sacramento	Prior to approval of first tentative map or	City of Folsom Community	The Community Development Department and the Public Works Department will work closely to	

	Measure AIR-1-Land (FPASP EIR/EIS)	Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.) Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009. March. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant. As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures:	discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.	Development Department	implement the future Truck Management Plan (TMP) and coordinate responses to any future entitlement and CEQA compliance need for the TMP and make sure the requirements in this condition of approval are met to the satisfaction of the City.	

		▸ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▸ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following: ▪ Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▪ Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s). ▪ To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools: ▪ equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms;				

		▪ use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times; ▪ locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and ▪ develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools. To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.				
106 - 119	**Cumulative Mitigation Measure NOISE-1-Land (FPASP EIR/EIS)**	**Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic.** The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.) Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. 50.	City of Folsom Community Development Department	The Community Development Department and the Public Works Department will work closely to implement the future Truck Management Plan (TMP) and coordinate responses to any future entitlement and CEQA compliance need for the TMP and make sure the requirements in this condition of approval are met to the satisfaction of the City.	

		implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant. As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures: ▸ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▸ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following: ▸ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s). ▸ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.				

		▸ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools: ▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks. ▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic. To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.				
106 - 120	**N/A**	**Coordinate and Fund the Backbone Infrastructure and Off-Site Water Facility Alternative.** The project applicant shall participate in the FPASP owners' group and shall fund and contribute their fair share to the backbone infrastructure and off-site water facility alternative improvements. The project applicant shall coordinate with owners' group to implement the following measures detailed in the *Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration* (December 2014): ▸ Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts. ▸ Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts. ▸ Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan ▸ Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction. ▸ Backbone MND Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. ▸ Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation ▸ Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates. ▸ Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle. ▸ Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad	Before approval of final maps and issuance of building permits for any project phase, the project applicant shall demonstrate to the City's satisfaction the fair share contribution towards implementation of Backbone Infrastructure and Off-Site Water Facility improvements and associated required mitigation as identified in the	City of Folsom Community Development Department and City of Folsom Public Works Department	The FPA landowners have satisfied all of the mitigation measures for the design and construction of the Phase 1 Water and Sewer Backbone Infrastructure to serve the first of development in the FPA. The Phase 1 backbone Infrastructure was completed and accepted by the City in 2018 and is currently in use in the FPA and being owned and operated by the City. The off-site water facility alternative improvements were not implemented. The water for the FPA was provided through the conservation of existing water in the City. The new water supply alternative was validated in 2014.	Yes

		▸ Backbone MND Mitigation Measure IV-5: Western Pond Turtle ▸ Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat ▸ Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat ▸ Backbone MND Mitigation Measure IV-7: Tricolored Blackbird ▸ Backbone MND Mitigation Measure IV-8: Nesting Raptors ▸ Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds ▸ Backbone MND Mitigation Measure IV-10: Special-Status Bats ▸ Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement ▸ Backbone MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary ▸ Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State ▸ Backbone MND Mitigation Measure IV-15: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site. ▸ Backbone MND Mitigation Measure IV-11: American Badger ▸ Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans ▸ Backbone MND Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▸ Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▸ Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. ▸ Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities. ▸ Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan. ▸ Backbone MND Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road. ▸ Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.	*Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration* (December 2014) or the *Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS* (approved December 2012); as applicable.			

		▸ Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions ▸ Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan. ▸ Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements ▸ Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements ▸ Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements ▸ Backbone MND Mitigation Measure V1-4 North of U.S. Highway 50 Water Improvements ▸ Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements In addition, the project applicant shall coordinate with owners' group to implement the following measures detailed in the *Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS* (approved December 11, 2012): ▸ 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. ▸ 3B.1-2b: Prepare Landscaping Plan. ▸ 3B.1-3a: Conformance to Construction Lighting Standards. ▸ 3B.1-3b: Prepare and Submit a Lighting Master Plan. ▸ 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan. ▸ 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction. ▸ 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. ▸ 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. ▸ 3B.4-1a: Implement GHG Reduction Measures during Construction. ▸ 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. ▸ 3A.5-1a: Comply with the Programmatic Agreement. ▸ 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. ▸ 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▸ 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▸ 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures.				

		▸ 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. ▸ 3B.7-4: Implement Corrosion Protection Measures. ▸ 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. ▸ 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. ▸ 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. ▸ 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment. ▸ 3B.8-5b: Develop and Implement a Remediation Plan. ▸ 3B.8-7a: Keep Construction Area Clear of Combustible Materials. ▸ 3B.8-7b: Provide Accessible Fire Suppression Equipment. ▸ 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▸ 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. ▸ 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. ▸ 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. ▸ 3B.11-1a: Limit Construction Hours. ▸ 3B.11-1b: Minimize Noise from Construction Equipment and Staging. ▸ 3B.11-1c: Maximize the Use of Noise Barriers. ▸ 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. ▸ 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. ▸ 3B.11-3: Implement Operational Noise Minimization Measures. ▸ 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a. ▸ 3B.15-1a: Prepare Traffic Control Plan. ▸ 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. ▸ 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. ▸ 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. ▸ 3B.17-1a: Implement Construction Dewatering Best Management Practices. ▸ 3B.17-1b: Implement a Dewatering Discharge Monitoring Program. ▸ 3A.18-1: Submit Proof of Surface Water Supply Availability.				

		▸ 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.				
20.		***White Rock Road Shoulder Improvements*** The owner/applicant shall construct shoulder improvements along the project's entire frontage of westbound White Rock Road to the satisfaction of the City prior to approval of the first small lot final map. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post adequate security to the City's satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years. If shoulder improvements are constructed and/or funded by the owner/applicant, then said costs may be included in any applicable fee program established and approved for the Folsom Plan Area subject to approval by the City and the actual costs expended by the owner/applicant may therefore be eligible for a credit and/or reimbursement. If construction of the Capital Southeast Connector Project between Scott Road and the El Dorado County line has commenced during the term of the required Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.	M M	CD (E) CD (E) (P)	The Capital Southeast Connector – JPA project commenced construction in April 2021. Since the project is now complete this condition has been satisfied.	Yes
21.		The owner/applicant shall preserve the oak trees shown in the blue color on the attached Site Plan Exhibit for the Traditional Subdivision. The owner/applicant shall also make every attempt to preserve the tree shown in red on the attached Site Plan Exhibit provided that the City Arborist concurs (since this oak tree will be approximately 3' lower than adjacent pad grades). The additional land created from elimination of lots 49, 56, and 57 as shown on the Site Plan Exhibit shall be incorporated into the adjacent residential lots to the satisfaction of the Community Development Department. Consistent with FPASP Policy 10.19, the Community Development Director will allow modifications to the development standards to order to accommodate preservation of the oak tree on Lot 62 as shown on the attached Site Plan Exhibit. This condition shall be satisfied prior to approval of the Final Map for the Traditional Subdivision.	M	CD (E) (P)	The Community Development Department has reviewed and approved the Phase 3B subdivision improvements plans and all of the existing oak trees that are required to be preserved are currently in place and have been protected during grading and construction which commenced in the fall of 2021. The Community Development Department has allowed various revisions to the City development standards to further enhance the preservation of the existing oak trees. N/A for Phase 2C	Yes.

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