

Folsom City Council Staff Report

MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10856 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

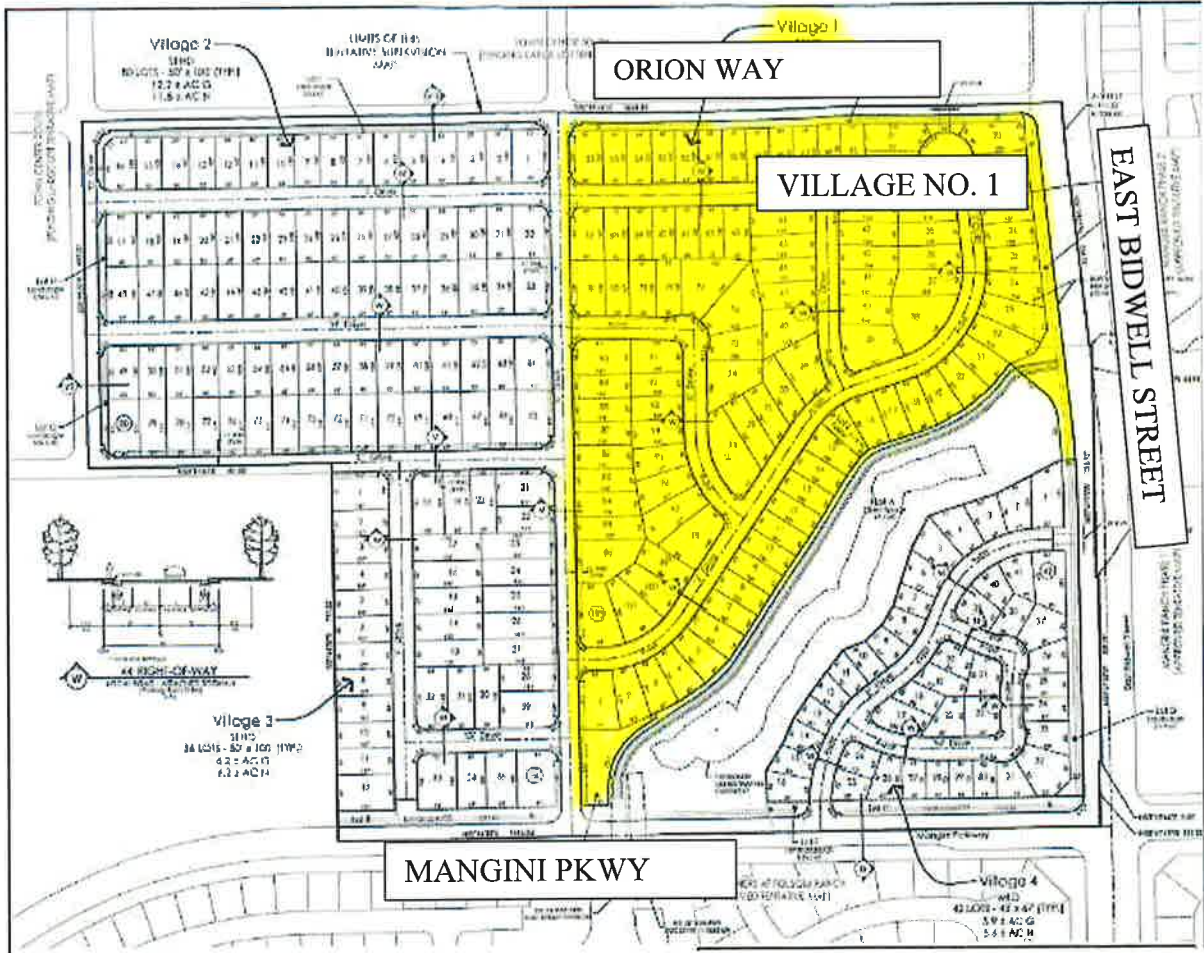
Staff recommends that the City Council move to adopt:

Resolution No. 10856 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision.

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Mangini Ranch Phase 3 Village No. 1 Subdivision was approved by the City Council on June 22, 2021.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 3 Village No. 1 Subdivision. The Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision will create a total of 102 single-family high density (SFHD) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Mangini Ranch Phase 3 Village No. 1 Subdivision is located on the west side of East Bidwell Street north of Mangini Parkway in the Folsom Plan Area (FPA) (see above).

POLICY / RULE

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

ANALYSIS

The Final Map and conditions of approval for the Mangini Ranch Phase 3 Village No. 1 Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Mangini Ranch Phase 3 Village No. 1 Vesting Tentative Subdivision Map. The tables include information concerning

when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied. This subdivision is consistent with the Folsom Plan Area Specific Plan (FPASP) in regards to zoning and unit count.

ENVIRONMENTAL REVIEW

The City, as lead agency, determined that the proposed land use, as well as other changes proposed by the Applicant, do not differ from the development scenario described in the Final EIR/EIS for the adopted FPASP. The California Environmental Quality Act (CEQA) provides that residential Projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182 (c) provides specific criteria to determine whether this exemption applies. The City has reviewed the analysis and concurs that the Project is exempt from additional environmental review as provided in CEQA Guidelines 15182 (c).

ATTACHMENTS

1. Resolution No. 10856 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision
2. Mangini Ranch Phase 3 Village No. 1 Subdivision Improvement Agreement
3. Mangini Ranch Phase 3 Village No. 1 Subdivision Final Map
4. Mangini Ranch Phase 3 Village No. 1 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 3 Village No. 1 Vesting Tentative Subdivision Map

Submitted,



PAM JOHNS
Community Development Director

ATTACHMENT 1

RESOLUTION NO. 10856 - A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION

RESOLUTION NO. 10856

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION

WHEREAS, the Final Map for the Mangini Ranch Phase 3 Village No. 1 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and

WHEREAS, the City Council has reviewed the Final Map for the Mangini Ranch Phase 3 Village No. 1 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 Mangini Ranch Phase 3 Village No. 1 subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Mangini Ranch Phase 3 Village No. 1 subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with TCS Improvement Company, L.L.C. in a form acceptable to the City Attorney and accept the offers of dedication for the Mangini Ranch Phase 3 Village No. 1 subdivision.

PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION IMPROVEMENT AGREEMENT

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2022, by and between the City of Folsom, hereinafter referred to as "City", and TCS Improvement Company, L.L.C., a California Limited Liability Company hereinafter referred to as "Subdivider".

RECITALS

- A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.
- B. The proposed subdivision of land is commonly known and described as Mangini Ranch Phase 3 Village. No. 1, and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
 - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
 - a. Improvement security in the sum of **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.
 - c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS (\$3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.
 - d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.
6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.
7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be rendered against the City in any such actions, suits or legal proceedings, or result

thereof.

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

volunteers. Any insurance of self-insurance maintained by the City, its officials, employees or volunteers shall be excess of the Subdivider's insurance and shall not contribute with it.

- C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
- D. The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

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

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

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

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

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

10. **Warranty Security.** Prior to acceptance of the required improvements by the City Engineer, the Subdivider shall provide security in the amount and in the form as required by the City Engineer to guarantee the improvements against any defective work or labor done or defective materials used in the performance of the required improvements (Warranty Security) throughout the warranty security period which shall be the period of one year following completion and written acceptance of the improvements (Warranty Security Period). The

amount of the Warranty Security shall not be less than 10 percent of the cost of the construction of the improvements, including the cash deposit required in paragraph 5C of this agreement, which shall be retained for the Warranty Security Period.

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

If the form of improvement security is other than a bond, then the City, after giving notice of

breach of the Agreement, may proceed to collect against the improvement security in the manner provided by law and by the terms of the security instrument.

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

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

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

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

**TCS Improvement Company, L.L.C.
4370 Town Center Blvd., Suite 100
El Dorado Hills, CA 95742
ATTN; William B. Bunce, President**

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

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

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

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

SUBDIVIDER

**TCS Improvement Company, L.L.C.,
A California Limited Liability Company**

BY: _____

Print Name: _____

Title: _____

DATE _____

CITY OF FOLSOM, a Municipal Corporation

Elaine Andersen
CITY MANAGER

DATE _____

ATTEST:

Christa Freemantle
CITY CLERK

DATE _____

APPROVED AS TO CONTENT:

Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

DATE _____

APPROVED AS TO FORM:

Steven Wang
CITY ATTORNEY

DATE _____

**NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – Mangini Ranch Phase 3 Village No. 1**

5/2/2022



FOLSOM PLAN AREA
Bond Estimate Summary
for
Mangini Ranch - Phase 3 - Village 1

		Total <u>Cost</u>	Cost to <u>Complete</u>
Mangini Ranch - Phase 3 - Village 1	\$	6,071,890	\$ 6,042,320
<hr/>			
Subtotal	\$	6,071,890	\$ 6,042,320
TOTAL Costs	\$	6,071,890	\$ 6,042,320

FOLSOM PLAN AREA
 Bond Estimate for
 Mangini Ranch - Phase 3 - Village 1 Improvement Plans



Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Site Preparation & Earthwork							
1	22.4	AC	Clearing & Grubbing	\$ 200.00	\$ 4,480.00	100%	\$ -
2	22.4	AC	Erosion Control	\$ 1,000.00	\$ 22,400.00	100%	\$ -
Subtotal Grading & Site Prep					\$ 26,880.00		\$ -
Sanitary Sewer System							
1	3,325	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 232,750.00	0%	\$ 232,750.00
2	910	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 45,500.00	0%	\$ 45,500.00
3	20	EA	48" Standard Sanitary Sewer MH	\$ 4,500.00	\$ 90,000.00	0%	\$ 90,000.00
4	1	EA	Connection to Existing Sewer Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
5	111	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 111,000.00	0%	\$ 111,000.00
Subtotal Sanitary Sewer					\$ 479,750.00		\$ 479,750.00
Storm Drain System							
1	3,017	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 135,765.00	0%	\$ 135,765.00
2	363	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 19,965.00	0%	\$ 19,965.00
3	529	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 31,740.00	0%	\$ 31,740.00
4	522	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 33,930.00	0%	\$ 33,930.00
5	675	LF	30" Storm Drain, RCP CL III	\$ 70.00	\$ 47,250.00	0%	\$ 47,250.00
6	145	LF	36" Storm Drain, RCP CL III	\$ 80.00	\$ 11,600.00	0%	\$ 11,600.00
7	136	LF	42" Storm Drain, RCP CL III	\$ 90.00	\$ 12,240.00	0%	\$ 12,240.00
8	28	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 140,000.00	0%	\$ 140,000.00
9	7	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 49,000.00	0%	\$ 49,000.00
10	5	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 45,000.00	0%	\$ 45,000.00
11	2	EA	Type 'F' Drainage Inlet	\$ 2,000.00	\$ 4,000.00	0%	\$ 4,000.00
12	38	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 133,000.00	0%	\$ 133,000.00
13	13	EA	Type GOL-7 (On Grade) Drainage Inlet	\$ 4,500.00	\$ 58,500.00	0%	\$ 58,500.00
14	1	EA	Connect to Existing Storm Drain Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Storm Drain					\$ 722,490.00		\$ 722,490.00
Potable Water Distribution System							
1	3,248	LF	8" Water Main, PVC C900 CL 200	\$ 55.00	\$ 178,640.00	0%	\$ 178,640.00
2	14	EA	8" Gate Valve	\$ 2,000.00	\$ 28,000.00	0%	\$ 28,000.00
3	1	EA	Remove 4" Blow-Off Valve & Connect	\$ 500.00	\$ 500.00	0%	\$ 500.00
4	12	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 60,000.00	0%	\$ 60,000.00
5	111	EA	1" Water Service	\$ 1,000.00	\$ 111,000.00	0%	\$ 111,000.00
6	2	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 7,000.00	0%	\$ 7,000.00
7	1	EA	Water Sampling Station	\$ 500.00	\$ 500.00	0%	\$ 500.00
8	6	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 15,000.00	0%	\$ 15,000.00
9	20	EA	12" Butterfly Valve	\$ 2,500.00	\$ 50,000.00	0%	\$ 50,000.00
10	2,365	LF	12" Water Main, PVC C900 CL 200	\$ 70.00	\$ 165,550.00	0%	\$ 165,550.00
Subtotal Potable Water					\$ 616,190.00		\$ 616,190.00
Non-Potable Water Distribution System							
1	48	LF	12" Non-Water Main, PVC C900 CL 200	\$ 55.00	\$ 2,640.00	0%	\$ 2,640.00
Subtotal Non-Potable Water					\$ 2,640.00		\$ 2,640.00

FOLSOM PLAN AREA

Bond Estimate for
Mangini Ranch - Phase 3 - Village 1 Improvement Plans



Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Concrete							
1	3,446	LF	Modified Type 2 Vertical Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 68,920.00	0%	\$ 68,920.00
2	51,865	SF	Sidewalk (6" PCC/ 6" AB)	\$ 6.00	\$ 311,190.00	0%	\$ 311,190.00
3	11	EA	Concrete Survey Monument	\$ 300.00	\$ 3,300.00	0%	\$ 3,300.00
4	8,220	LF	Modified Type 1 Rolled Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 164,400.00	0%	\$ 164,400.00
5	3,078	LF	Modified Type 5 Median Curb	\$ 30.00	\$ 92,340.00	0%	\$ 92,340.00
6	27	EA	Sidewalk Curb Ramp	\$ 2,500.00	\$ 67,500.00	0%	\$ 67,500.00
Subtotal Concrete					\$ 707,650.00		\$ 707,650.00
Streetwork							
1	5,610	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 448,800.00	0%	\$ 448,800.00
2	12,684	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 253,680.00	0%	\$ 253,680.00
3	536	SF	Pavement Markings	\$ 5.00	\$ 2,680.00	0%	\$ 2,680.00
4	108	LF	12" White Stripe Limit Line (Stop Sign)	\$ 2.00	\$ 216.00	0%	\$ 216.00
5	5	EA	Stop Sign (R1-1) On Existing Post/ Pole	\$ 300.00	\$ 1,500.00	0%	\$ 1,500.00
6	6	EA	Street Name Sign On Post	\$ 500.00	\$ 3,000.00	0%	\$ 3,000.00
7	11	EA	Miscellaneous Signs	\$ 300.00	\$ 3,300.00	0%	\$ 3,300.00
8	970	LF	Fiber Optic Conduit & Pullwire	\$ 12.00	\$ 11,640.00	0%	\$ 11,640.00
9	1	EA	Streetlight Service Point	\$ 10,500.00	\$ 10,500.00	0%	\$ 10,500.00
10	29	EA	LED Streetlight (including conduit, wiring & appurtenances)	\$ 11,600.00	\$ 336,400.00	0%	\$ 336,400.00
11	111	LOT	Joint Tranch	\$ 8,000.00	\$ 888,000.00	0%	\$ 888,000.00
12	1	EA	Remove and Relocate Sign Post	\$ 400.00	\$ 400.00	0%	\$ 400.00
13	41,884	SF	Demo Existing Pavement	\$ 2.00	\$ 83,768.00	0%	\$ 83,768.00
14	216	LF	Street Barricade	\$ 60.00	\$ 12,960.00	0%	\$ 12,960.00
15	1,576	LF	6" Solid Bike Lane Stripe (DTL 39)	\$ 1.00	\$ 1,576.00	0%	\$ 1,576.00
16	557	LF	6" Dashed Bike Lane Stripe (DTL 39A)	\$ 1.00	\$ 557.00	0%	\$ 557.00
17	1,855	LF	6" Channelizing Stripe (DTL 38)	\$ 1.20	\$ 2,226.00	0%	\$ 2,226.00
18	3,641	LF	4-4" Median Island Lines (DTL 28)	\$ 2.50	\$ 9,102.50	0%	\$ 9,102.50
19	1,323	LF	8" Channelizing Line (DTL 38A)	\$ 1.50	\$ 1,984.50	0%	\$ 1,984.50
Subtotal Streetwork					\$ 2,072,290.00		\$ 2,072,290.00
Landscaping & Sound Walls							
1	54,551	SF	Landscaping	\$ 10.00	\$ 545,510.00	0%	\$ 545,510.00
2	730	LF	6' Sound Wall	\$ 210.00	\$ 153,300.00	0%	\$ 153,300.00
3	690	LF	8' Sound Wall	\$ 280.00	\$ 193,200.00	0%	\$ 193,200.00
Subtotal Landscaping & Sound Walls					\$ 892,010.00		\$ 892,010.00

FOLSOM PLAN AREA
Bond Estimate for
Mangini Ranch - Phase 3 - Village 1 Improvement Plans



Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
			TOTAL Subdivision Improvements		\$ 5,519,900.00		\$ 5,493,020.00
			Contingency	10%	\$ 551,990.00		\$ 549,300.00
			Total Bond Estimate		\$ 6,071,890.00		\$ 6,042,320.00

<u>Summary</u>	Total Cost	Cost to Complete
Site Preparation & Earthwork	\$ 26,880.00	\$ -
Sewer	\$ 479,750.00	\$ 479,750.00
Storm Drain	\$ 722,490.00	\$ 722,490.00
Potable Water	\$ 616,190.00	\$ 616,190.00
Non-Potable Water	\$ 2,640.00	\$ 2,640.00
Concrete	\$ 707,650.00	\$ 707,650.00
Streetwork	\$ 2,072,290.00	\$ 2,072,290.00
Landscaping & Sound Walls	\$ 892,010.00	\$ 892,010.00
Contingency	\$ 551,990.00	\$ 549,300.00
TOTALS	\$ 6,071,890.00	\$ 6,042,320.00

BOND # _____
PREMIUM: _____

PERFORMANCE BOND
for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **TCS Improvement Company, L.L.C., a California Limited Liability Company**, (hereinafter designated as “Principal”) have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 1 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, We, the principal, and _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**, lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors, and administrators, jointly and severally firmly by these presents.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2022.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

BOND # _____
PREMIUM: _____

LABOR & MATERIALS BOND
for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and **TCS Improvement Company, L.L.C., a Delaware Limited Liability Company** (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 1 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)** for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, cost and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2022.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

ATTACHMENT 3

MANGINI RANCH PHASE 3 VILLAGE NO. 1 FINAL MAP

OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT WE ARE THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1" AND THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND DO HEREBY DEDICATE AS PUBLIC RIGHTS OF WAY, AND AS PUBLIC UTILITY EASEMENTS, EAST BIDWELL STREET, MANGINI PARKWAY, DISCOVERY DRIVE, ORION WAY, APOLLO DRIVE, MASCON DRIVE, ARTEMIS DRIVE AND APOLLO COURT.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES, AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.)
2. A PUBLIC EASEMENT FOR PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.)
3. A PUBLIC EASEMENT AND RIGHT OF WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER, ACROSS AND ABOVE THOSE STRIPS OF LANDS SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.)
4. 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 A PORTION OF LOT J SHOWN HEREON AND DESIGNATED "EMERGENCY VEHICLE ACCESS EASEMENT" (E.V.A.).
5. PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER, AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHTS OF WAY.

TCS IMPROVEMENT COMPANY, LLC
A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____
NAME: WILLIAM B. BUNCE
TITLE: PRESIDENT

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.

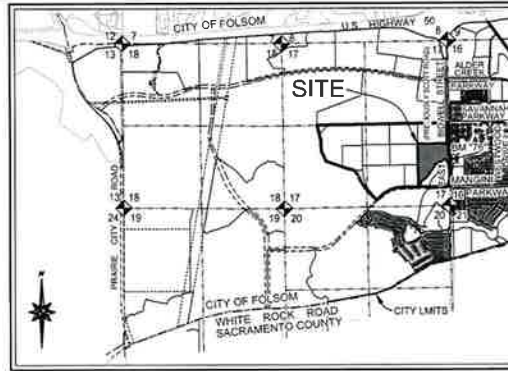
STATE OF CALIFORNIA
COUNTY OF _____
ON _____ BEFORE ME, _____, A NOTARY PUBLIC

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: _____



VICINITY MAP
N.T.S.

NAV D88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "76" ELEVATION = 391.25 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 76" ON THE NORTH-WEST CORNER OF THE CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 900 FEET NORTH OF THE INTERSECTION OF MANGINI PARKWAY AND E. BIDWELL STREET ON THE EAST SIDE OF E. BIDWELL STREET AT THE NORTH-WEST CORNER OF A DETENTION BASIN. APPROXIMATE LATITUDE: N38° 37' 51.71" LONGITUDE: W121° 06' 49.49"

THE ELEVATION OF 391.25 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.

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 FOLSOM REAL ESTATE SOUTH, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND TCS IMPROVEMENT COMPANY, LLC, A DELAWARE LIMITED LIABILITY COMPANY IN JANUARY 2021. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2024; AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



Preliminary
FOR REVIEW PURPOSES ONLY
05/05/2022

PAUL FERGUSON, JR.
P.L.S 9265 EXP. 03-31-2024

DATE: _____

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

STEVEN R. KRAHN, RCE 49291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/30/2022

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3852
CITY SURVEYOR
LICENSE EXPIRES: 6/30/2022

DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHTS OF WAY AND EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

CHRISTA FREEMANTLE
CITY CLERK

DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2022, 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: _____ DEPUTY
FEE: \$ _____

(PN 20-254)

**MANGINI RANCH
PHASE 3 VILLAGE 1**

A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



MAY 2022

SHEET 1 OF 7

BENEFICIARY'S STATEMENT

TAYLOR MORRISON OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS BENEFICIARY UNDER DEED OF TRUST RECORDED OCTOBER 15, 2021, IN DOCUMENT NO. 202110151284, OFFICIAL RECORDS OF SACRAMENTO COUNTY, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: _____ DATE: _____
 TITLE: _____

NAME: _____ DATE: _____
 TITLE: _____

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 CAPACITIE(S), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

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

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

NOTES

- ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
- THIS FINAL MAP CONTAINS 19,108± ACRES OF LAND GROSS CONSISTING OF 102 RESIDENTIAL LOTS AND 4 LETTERED LOTS.
- A GEOTECHNICAL ENGINEERING STUDY REPORT WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC DATED: DECEMBER 16, 2020 PROJECT NO. E17053 088.
- ALL FRONT LOT CORNERS WILL BE SET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" IN THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED (SEE DETAIL THIS SHEET), UNLESS SHOWN OTHERWISE.
- REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
 - FOR LOTS 1-20, 23-30, LOT L, 33-43, 57-59, 63-67, 71-73, 75-77, 78-82, 87-94 AND 99-102 AND COMMON LINES OF 2021, 22/23, 43/44, 70/71/74, 83/84/86/97, WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265".
 - FOR LOTS 46-55, 61-62 AND COMMON LINES OF 31/32, 32/33, 45/46, 55/56, 60/61, 62/63, 67/68, 69/70, 77/78, 84/85, 86/88, 89/87, 94/95, 95/96, 97/98, WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265" (SEE DETAIL THIS SHEET).
 - FOR COMMON LINES OF LOTS 21/22, 30/LOT FLOT, 31/LOT J, 31/45, 33/45, 34/44, 68/70/74/75, 76/78, 82/83/79/8, WHICH FALL WITHIN A MASONRY SOUND/RETAINING WALL, WILL BE SET WITH A 3/4" BRASS TAG STAMPED "LS 9265" ON THE FACE OF WALL 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.
- PROPERTY SUBJECT TO SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20060707 O.R. 0662.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 17 (WILLOW HILL PIPELINE) PER 20150224 O.R. 0424 AND 20150325 O.R. 0353.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES) PER 20151030 O.R. 0243 AND DN 201811160465.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 4 PER DN 202006061612.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "TIER 1 DEVELOPMENT AGREEMENT" PER 20110803 O.R. 0422, "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN TIER 1 DEVELOPMENT AGREEMENT" PER 20121012 O.R. 1353, 1357 AND DOCUMENTS DECLARING MODIFICATIONS THEREOF PER 20140715 O.R. 344, 428 AND PER 20161129 O.R. 0380, 381, 382, "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20170417 O.R. 0660, DN 202110151261, AND DN 202110180538.
- PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20130124 O.R. 1382, AMENDED JUNE 3, 2014 PER 20140603 O.R. 0959, AMENDED JUNE 3, 2014 PER 20140603 O.R. 950.
- PROPERTY SUBJECT TO PERPETUAL, NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0380 AND 0427.
- LOTS F, J, K AND L AS SHOWN PER THIS MAP ARE TO BE DEEDED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING THE RECORDATION OF THIS MAP BY SEPARATE DOCUMENT.
- PROPERTY SUBJECT TO ANY IMPLIED RIGHTS THAT MAY EXIST FOR ALDER CREEK AND OTHER UNNAMED WATER COURSES OVER THOSE PORTIONS OF SAID LAND THAT LIE WITHIN THE LINES OF ANY CREEK AND TO ANY CHANGES IN THE BOUNDARY LINE OF SAID CREEK AND WATER COURSES AS THEY NOW EXIST BY NATURAL CAUSES AS DISCLOSED ON ASSESSOR PLAT BOOK 72, PAGE 6.
- PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20020912 O.R. 0262 AND RE-RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525.
- FOUND SECTION AND QUARTER CORNERS SHOWN AND DESTROYED BY CONSTRUCTION WILL BE REPLACED AFTER IMPROVEMENTS ARE COMPLETED.
- PROPERTY WILL BE SUBJECT TO THE COVENANTS, CONDITIONS, AND RESTRICTIONS TO BE RECORDED BY SEPARATE DOCUMENT AT A LATER DATE.
- THE EASEMENTS & IRREVOCABLE OFFERS OF DEDICATION LISTED BELOW, NOT SHOWN HEREON, ARE HEREBY ABANDONED PER SECTION 86434(G) OF THE GOVERNMENT CODE:
 - THOSE PORTIONS OF ORION WAY, DISCOVERY WAY, MANGINI PARKWAY AND EAST BIDWELL STREET RIGHTS OF WAY LYING WITHIN LOT 1 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW RIGHT OF WAY DEDICATED WITH THIS MAP)
 - THE P.A.E. LYING WITHIN LOT 1 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW P.U.E., P.A.E. AND L.E. DEDICATED WITH THIS MAP)
 - THE P.U.E. LYING WITHIN LOT 1 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW RIGHT OF WAY DEDICATED WITH THIS MAP)

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP IS THE EAST LINE OF THE SOUTH EAST QUARTER OF SECTION 17, TOWNSHIP 9 NORTH RANGE 8 EAST, MOUNT DIABLO MERIDIAN AS SHOWN HEREON AND ON THE PARCEL MAP FILED FOR RECORD ON DECEMBER 31, 2015 IN BOOK 224 OF MAPS, AT PAGE 14, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 07°41'16" WEST DETERMINED FROM THE MONUMENTS SHOWN AS FOUND.

LEGEND

⬢	FOUND SECTION CORNER AS NOTED
⬢	ONE-QUARTER SECTION CORNER, TO BE RESET AS NOTED
⊗	FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 5760" PER (2) OR "LS 9265" PER (1)
⊙	FOUND 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 5760" PER (2) OR "LS 9265" PER (1)
⊙	SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265"
⊗	SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265"
⊗	SET 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265"
⊗	SET 3/4" BRASS TAG STAMPED "LS 9265"
○	DIMENSION POINT
()	RECORD DATA PER REFERENCE
AC	ACRES
BNDY	BOUNDARY
CL	CENTER LINE
D.C.R.	DECLARATION OF COVENANTS AND RESTRICTIONS
D.E.	DRAINAGE EASEMENT
DN	DOCUMENT NUMBER
E.V.A.	EMERGENCY VEHICLE ACCESS
I.O.D.	IRREVOCABLE OFFER OF DEDICATION
L.E.	LANDSCAPE EASEMENT
O.S.	OPEN SPACE
(O.A.)	OVERALL
O.R.	OFFICIAL RECORDS OF SACRAMENTO COUNTY
P.M.	PARCEL MAP
P.A.E.	PEDESTRIAN ACCESS EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
(R)	RADIAL BEARING
R.W.	RIGHT-OF-WAY
SEC	SECTION
SF	SQUARE FEET
①	SHEET INDEX
---	BOUNDARY
---	LOT LINE
---	ADJACENT PROPERTY
---	RIGHT-OF-WAY
---	EASEMENT
---	SECTION LINE
---	I.O.D.

REFERENCES

- (1) 432 B.M. 2
- (2) 412 B.M. 7

(PN 20-254)

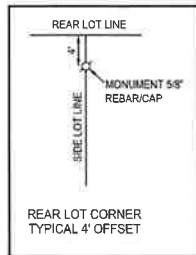
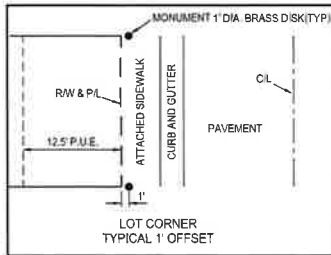
**MANGINI RANCH
 PHASE 3 VILLAGE 1**

A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

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SHEET 2 OF 7



(PN 20-254)

MANGINI RANCH PHASE 3 VILLAGE 1

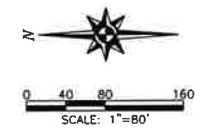
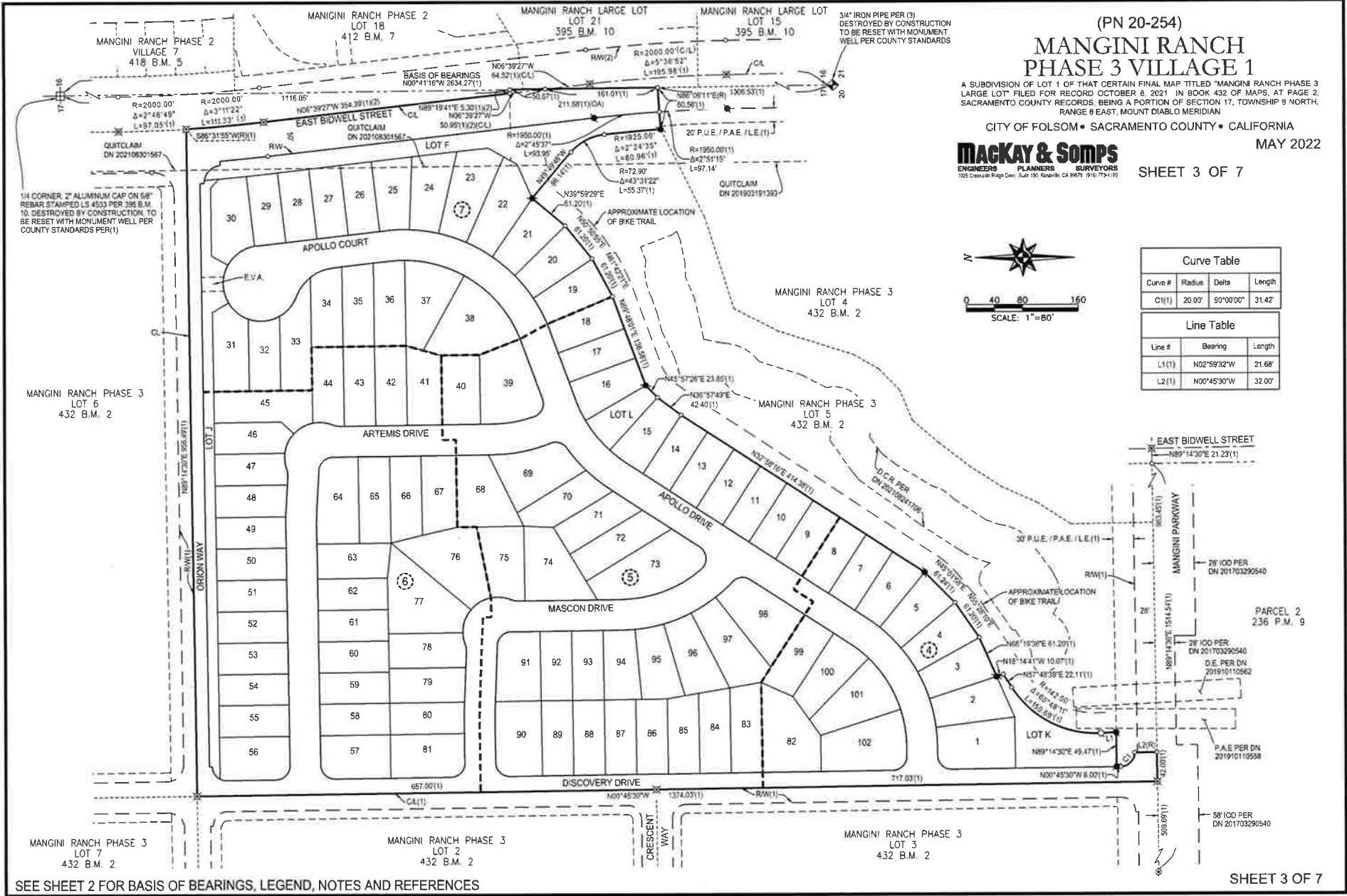
A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

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MAY 2022

Mackay & Somp
ENGINEERS PLANNERS SURVEYORS
102 Crocker Ridge Drive, Suite 100, Roseville, CA 95748 916.773.1199

SHEET 3 OF 7

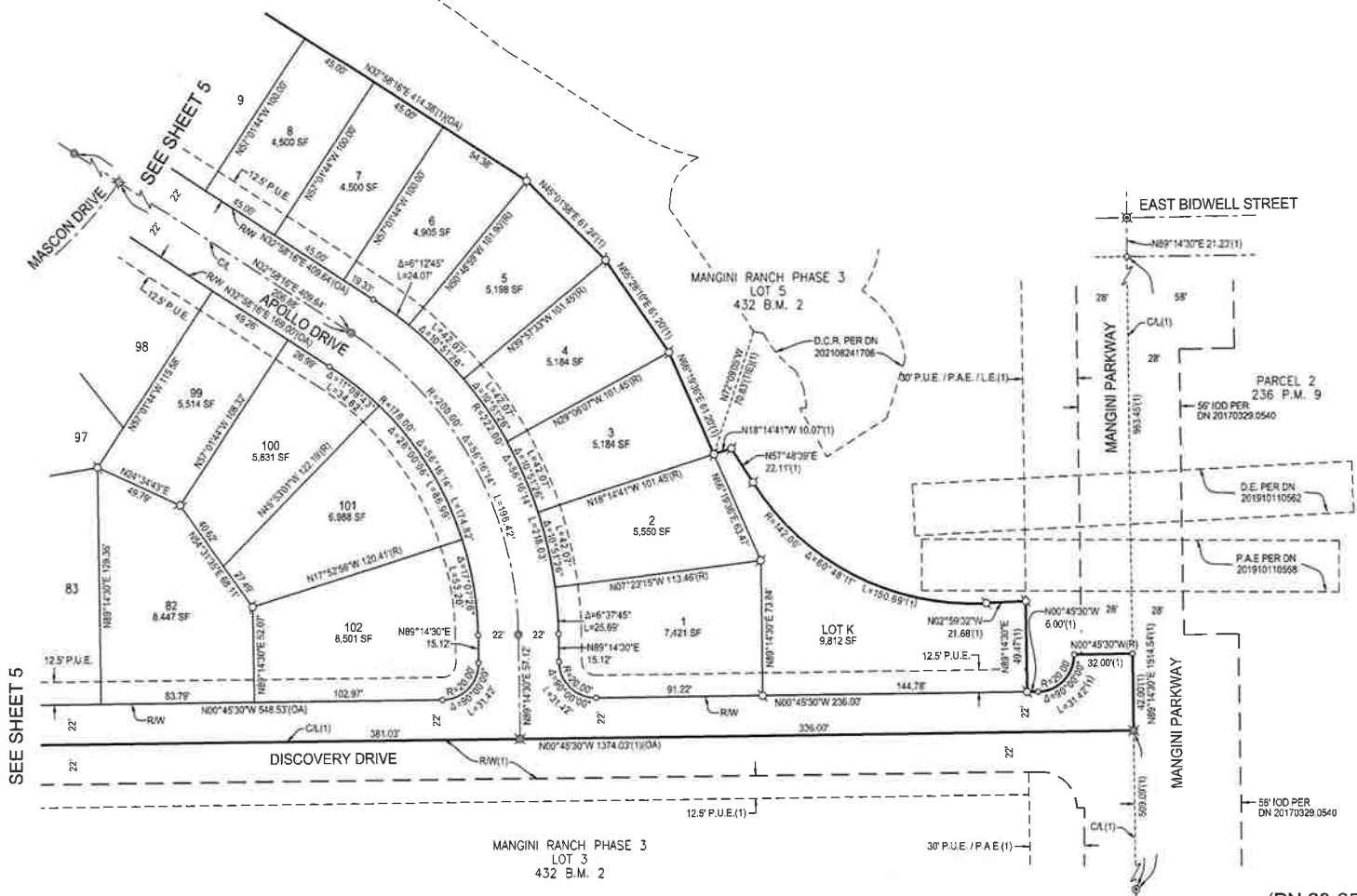


Curve Table			
Curve #	Radius	Delta	Length
C1(1)	20.00'	90°00'00"	31.42'

Line Table		
Line #	Bearing	Length
L1(1)	N02°59'32"W	21.68'
L2(1)	N00°45'30"W	32.00'

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

SHEET 3 OF 7



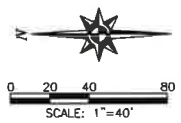
SEE SHEET 5

SEE SHEET 5

(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 1**

A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED 'MANGINI RANCH PHASE 3 LARGE LOT' FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

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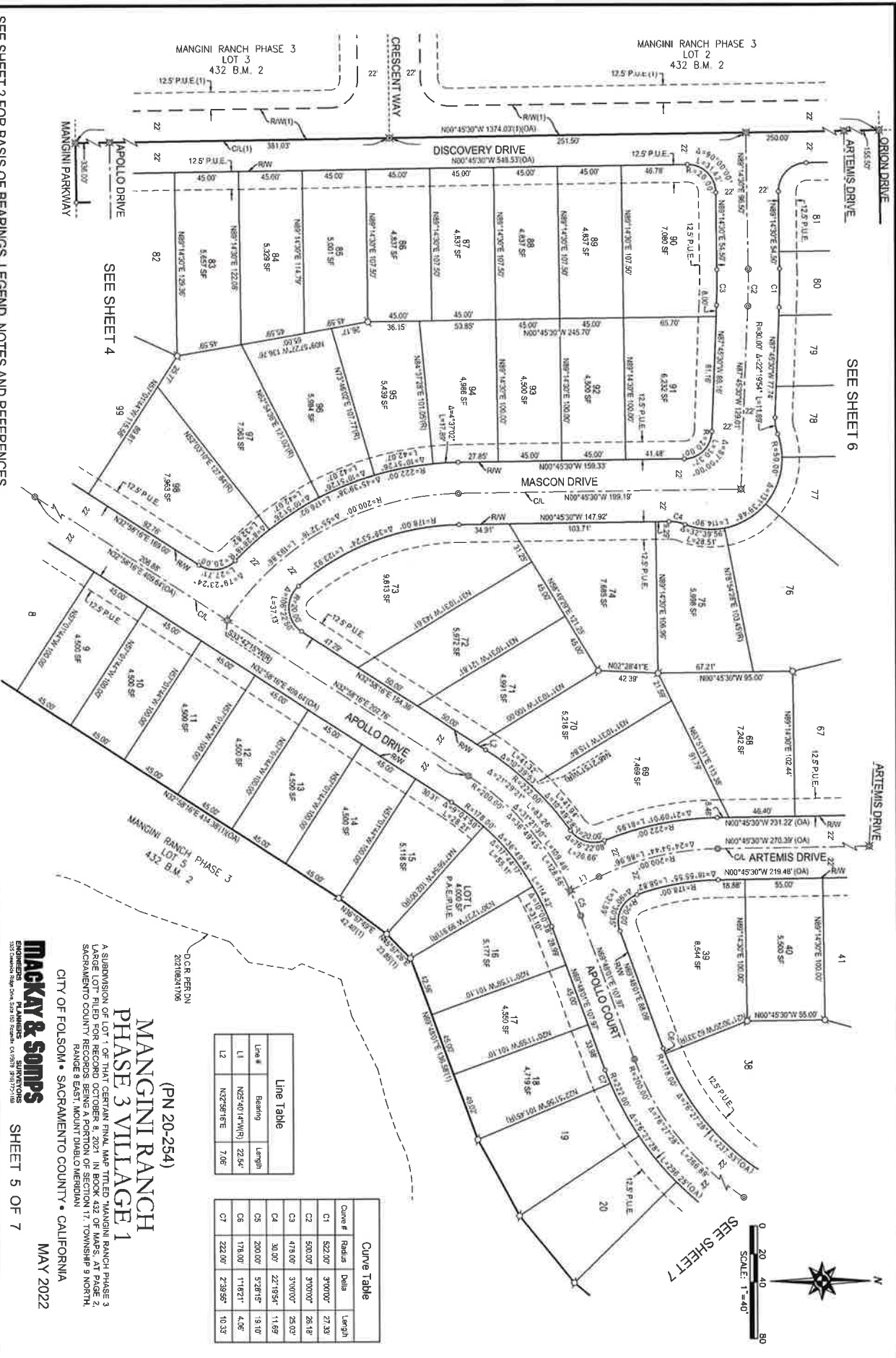
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MAY 2022

SHEET 4 OF 7

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

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



**MANGINI RANCH
PHASE 3 VILLAGE 1**

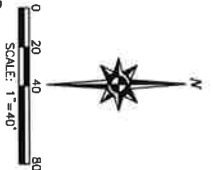
(PN 20-254)

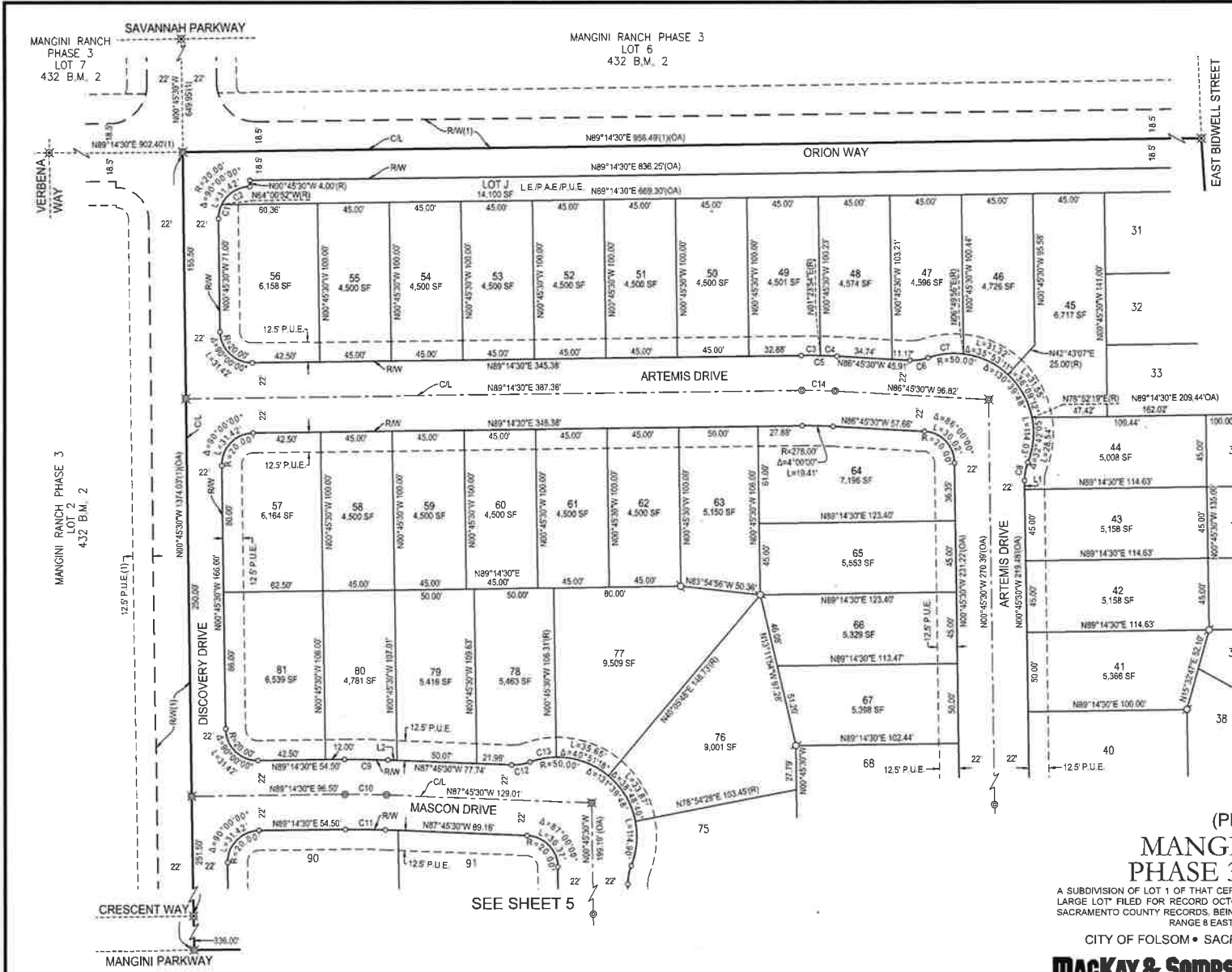
A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3" AND BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN, SACRAMENTO COUNTY RECORDS BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN, CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

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PLANNERS SURVEYORS
2025 Camino Real Drive, Suite 100, Folsom, CA 95758 (916) 771-1188
SHEET 5 OF 7
MAY 2022

Line #	Bearing	Length
L1	N25°40'14"W (R)	22.64'
L2	N25°58'16"E	7.66'

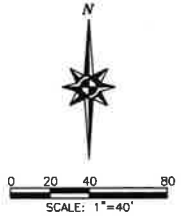
Curve #	Radius	Delta	Length
C1	522.00'	37000°	27.33'
C2	590.00'	37000°	26.18'
C3	478.00'	37000°	25.03'
C4	30.00'	22°18'54"	11.69'
C5	200.00'	578°15'	19.10'
C6	176.00'	1°18'21"	4.06'
C7	222.00'	2°39'56"	10.33'





Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	26°44'37"	9.34'
C2	20.00'	63°15'23"	22.08'
C3	322.00'	2°09'23"	12.12'
C4	322.00'	1°50'37"	10.36'
C5	322.00'	4°00'00"	22.48'
C6	30.00'	22°19'54"	11.69'
C7	50.00'	25°55'20"	22.62'
C8	30.00'	22°19'54"	11.69'
C9	522.00'	3°00'00"	27.33'
C10	500.00'	3°00'00"	26.19'
C11	478.00'	3°00'00"	25.03'
C12	30.00'	22°19'54"	11.69'
C13	50.00'	19°19'54"	16.87'
C14	300.00'	4°00'00"	20.94'

Line Table		
Line #	Bearing	Length
L1	N00°45'30"W	5.60'
L2	N87°45'30"W	5.69'



SEE SHEET 7

(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 1**

A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

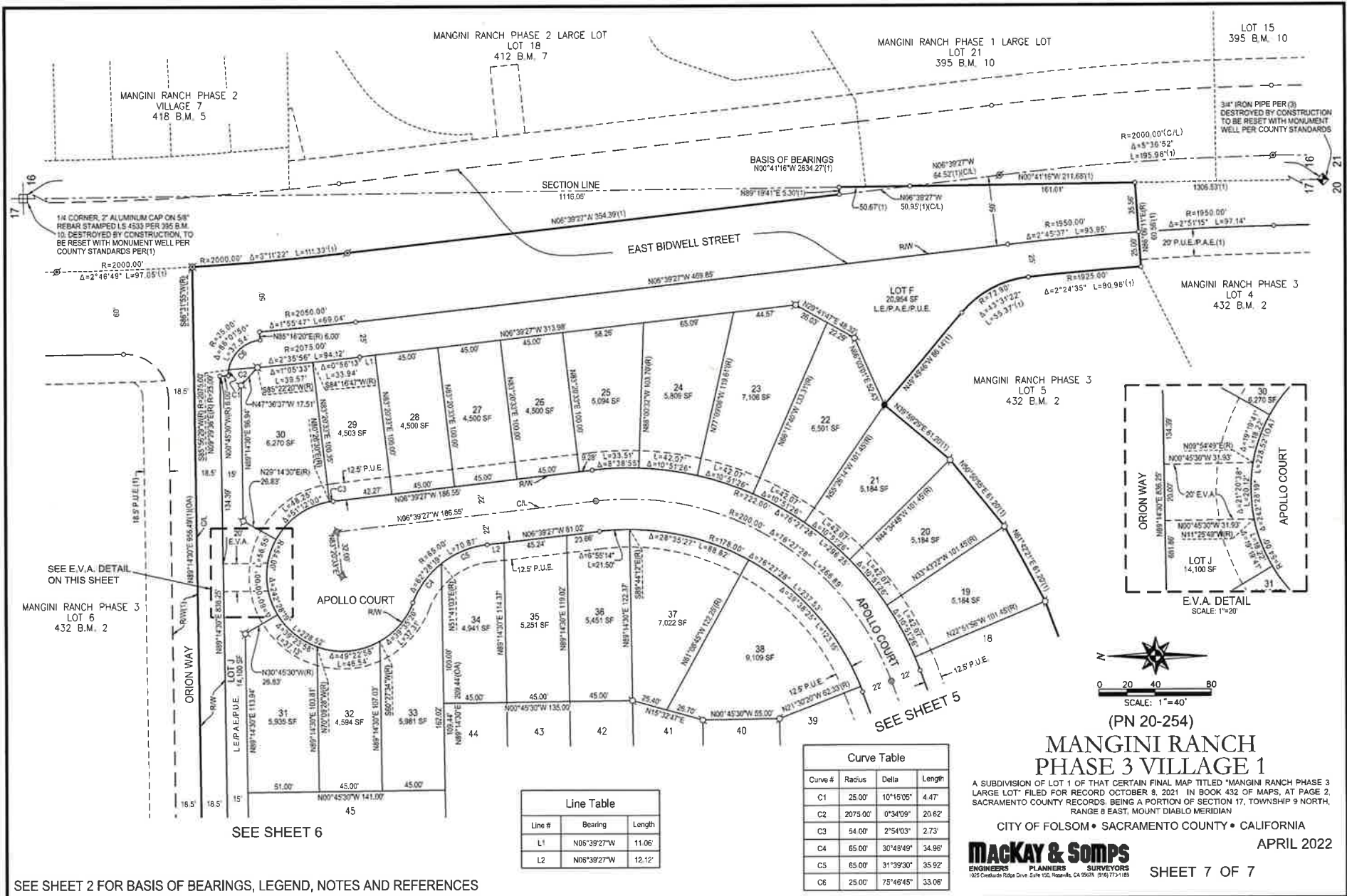
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MAY 2022

MACKAY & SOMPS
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 5025 Coweoka Ridge Drive, Suite 150, Roseville, CA 95768 (916) 772-1189

SHEET 6 OF 7

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



1/4 CORNER 2" ALUMINUM CAP ON 5/8" REBAR STAMPED I.S. 4333 PER 395 B.M. 10. DESTROYED BY CONSTRUCTION, TO BE RESET WITH MONUMENT WELL PER COUNTY STANDARDS PER(1)

SEE E.V.A. DETAIL ON THIS SHEET

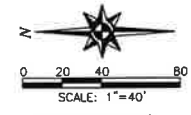
MANGINI RANCH PHASE 3 LOT 6 432 B.M. 2

SEE SHEET 6

SEE SHEET 5

Line #	Bearing	Length
L1	N05°39'27"W	11.06'
L2	N06°39'27"W	12.12'

Curve #	Radius	Delta	Length
C1	25.00'	10°15'05"	4.47'
C2	2075.00'	0°34'09"	20.62'
C3	54.00'	2°54'03"	2.73'
C4	65.00'	30°48'49"	34.96'
C5	65.00'	31°39'30"	35.92'
C6	25.00'	75°46'45"	33.06'



MANGINI RANCH PHASE 3 VILLAGE 1

A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

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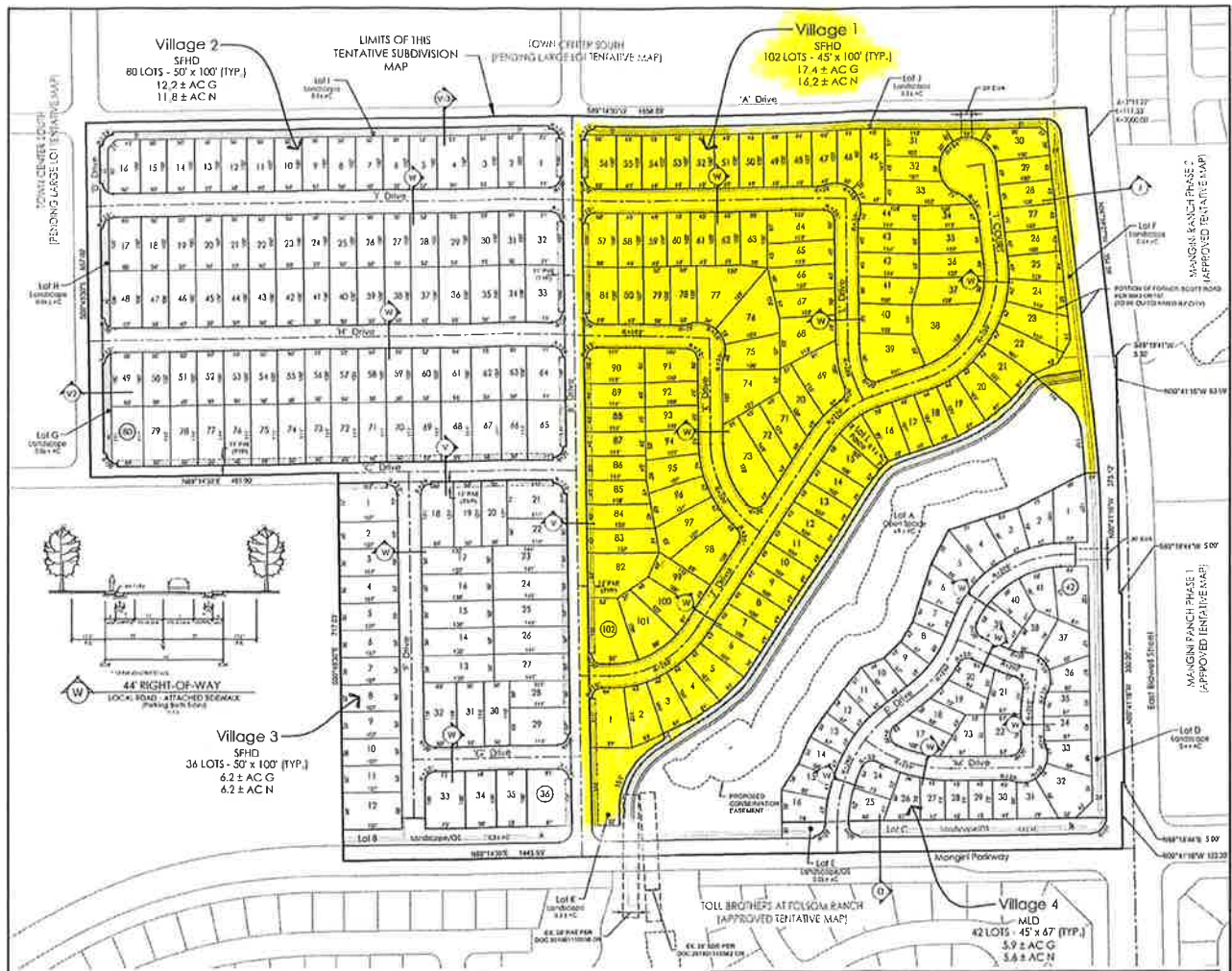
APRIL 2022

SHEET 7 OF 7

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

ATTACHMENT 4

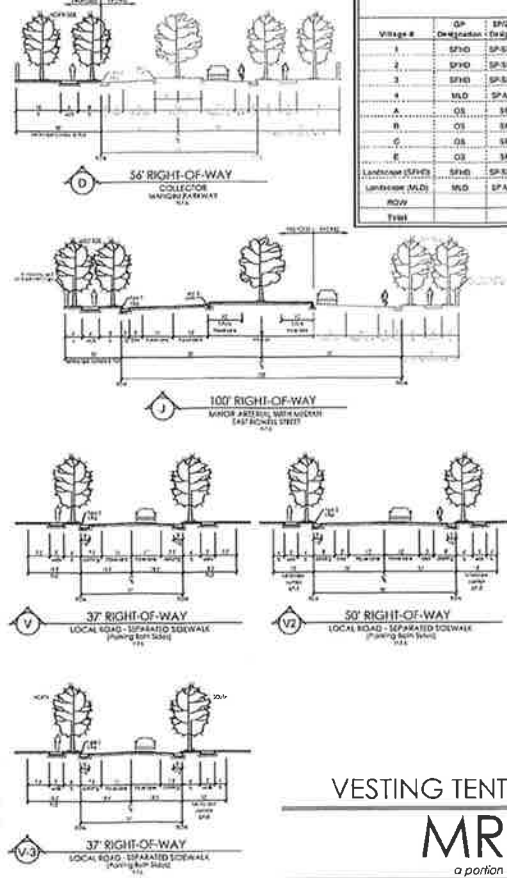
MANGINI RANCH PHASE 3 VILLAGE NO. 1 VESTING TENTATIVE SUBDIVISION MAP



TENTATIVE MAP NOTES

PROPERTY DESCRIPTION: Parcel 1 of P. M. 236 PM 10 and a portion of Parcel 2 of 218 PM 17, Sacramento County Records

- Lot dimensions and bearings are approximate and subject to change.
- Typical lot area is measured from back of sidewalk on regular shaped lots, lot area measured as setback(s).
- Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein is allowed provided the new lot configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
- The Final Mapping and subsequent development of lots may be phased. Phasing to be consistent with the Development Agreement.
- Lot numbering is for site reference purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined as final MAP and/or improvement plan stage.
- Pursuant to Government Code Section 65456.1, the subdivider may file multiple Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of this Tentative Map shall not invalidate any portion of this Tentative Map.
- Pursuant to California Government Code Section 65499.30.3, the land shown herein may be merged and redivided without revision to acreage and may constitute abandonment of portions of the existing public streets and public easements, subject to the approval of the City of Folsom.
- Shaded areas shown herein are for identification purposes only. A final name list will be approved with the Tentative Map; final street names & locations will be determined at the time of Final Map and Improvement Plan preparation.
- Additional easements to accommodate new public utility improvements, access required for lot development, or other similar easements required to be shown to accomplish the final design may be added prior to each Final Map based on its Final Tentative Map.
- A 12.5' public utility easement will be located adjacent to all rights-of-way except as shown herein and approved by the City Engineer.
- The entire property contained within this Tentative Subdivision Map is covered by an Avigation Easement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 2011-0022 at page 0278. Official Records of Sacramento County.
- This map is compliant with the Folsom Plan area SPECIFIC Plan development standards.



Land Use Summary

Village #	DP	SP/ zoning	Lot Size / Lot Size	Area (Acres)	Area (Sq. Feet)	Shelving	Net Density
1	SPHO	SP-SFHO-FD	Single Family High Density Residential / 45' x 100'	17.4	853,000	100'	5.8
2	SPHO	SP-SFHO-FD	Single Family High Density Residential / 30' x 100'	12.2	618,000	100'	5.8
3	SPHO	SP-SFHO-FD	Single Family High Density Residential / 45' x 67'	5.9	300,000	100'	5.8
4	MLO	SP-MLO-FD	Multi-Family Low Density Residential / 45' x 67'	5.9	300,000	100'	5.8
	OS	SP-OS	Open Space (Landscape)	4.9	249,000		
	OS	SP-OS	Open Space Landscape Corridor (Mainway St)	0.3	15,000		
	OS	SP-OS	Open Space Landscape Corridor (Mainway St)	0.3	15,000		
	OS	SP-OS	Open Space Landscape Corridor (Mainway St)	0.1	5,000		
	LANDSCAPE	SP-LANDSCAPE	Landscape	0.0	0.0		
	LANDSCAPE	SP-LANDSCAPE	Landscape	0.0	0.0		
	ROAD	SP-ROAD	Stage Roadway	5.0	250,000		
	TOTAL			52.3	261,000		

TENTATIVE MAP INFORMATION

OWNER / APPLICANT: ICS Improvement Company, LLC
Westcott Road LLC
430 Town Center Blvd, Suite 100
Burlingame, CA 94010

ENGINEER: Mackay & Sompers Civil Engineers, Inc.
1025 Creekside Ridge Drive, Suite 150
Roseville, CA 95678
916-772-1189

ADJACENT PARCEL NUMBER: 075-0005-100, & Par. 072-0001-077

SEE AREA: 32.3 ± AC.

EXISTING ZONING: A portion of the Folsom Plan Area Specific Plan

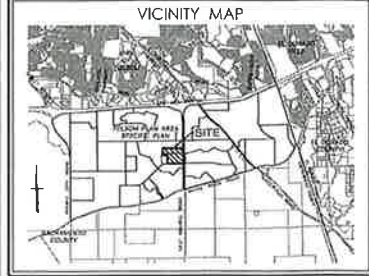
NUMBER OF LOTS/PARCELS:
275 TOTAL LOTS
118 SPHO Lots
42 MLO Lots
1 Open Space Lot
3 Open Space Landscape Lots
7 Landscape Lots
1 Parcel Lot

SERVICE PROVIDERS:
Parks & Recreation: City of Folsom
Police & Fire Protection: City of Folsom
Sanitary Sewer: City of Folsom
Domestic Water: City of Folsom
Storm Drainage: City of Folsom
Electricity: AT&T
Telephone: AT&T
Gas: PG&E
Cable: Comcast
Schools: Folsom-Creston Unified School District

BENCHMARK

Benchmark 78" ELEVATION: 344.13 NAVD 83
BRASS DISK STAMPED CITY OF FOLSOM BAY 78" ON THE NORTHERLY CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHERLY SLOPE OF ALDER CREEK. LOCATION OF SITE IS APPROXIMATELY 3000 FEET WEST OF E. BOWEN STREET AND 200 FEET DUE NORTH OF WILSON CREEK ROAD. APPROXIMATE LATITUDE: N36D 37' 31.47" LONGITUDE: W121D 07' 29.50"

THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK 0018 007 STAMPED "4-85" IN FEBRUARY 2011 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.



SMALL LOT VESTING TENTATIVE SUBDIVISION MAP

MR PHASE 3

a portion of the Folsom Plan Area Specific Plan

ATTACHMENT 5

**TABLE OF CONDITIONS OF APPROVAL FOR THE MANGINI
RANCH PHASE 3 VILLAGE NO. 1 VESTING TENTATIVE
SUBDIVISION MAP**

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
1.		<p>Large Lot Vesting Tentative Subdivision Map Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.</p>	I	CD (P)(E)	The Mangini Ranch Phase 3 Large Lot Final Map was approved by the City Council on September 14, 2021.	Yes
2.		<p>Design Review At the time specific development is proposed the Applicant shall apply for Design Review.</p>	OG	CD (P)(E)	The future homebuilders in this subdivision have not yet submitted an application for design review approval to the City. Design review will be approved by the Community Development Department and the Planning Commission prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.
3.		<p>Final Development Plans The Owner/Applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021. 2. Preliminary Grading and Drainage Plan, dated May 10, 2021. 3. Preliminary Utility Plan, dated May 10, 2021. 4. Access and Circulation Analysis, dated April 28, 2021. 5. Environmental Noise Analysis, dated May 10, 2021. <p>The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P) E	<p>The Community Development Department has reviewed and approved the 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, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes
4.		<p>Plan Submittal All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes,</p>	G, I	CD (E)	Improvement plans for East Bidwell Street, Mangini Parkway, and this subdivision have been reviewed approved by the City. Landscape plans for East Bidwell	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		policies, standards and other requirements of the City of Folsom.			Street and Mangini Parkway have also been reviewed and approved by the City.	
5.		<p>Validity This approval of the Small Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved 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.</p>	M	CD (P)	The small-lot vesting tentative subdivision map for the subdivision was approved by the City Council on June 22, 2021.	Yes
6.		<p>FMC Compliance The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	I	CD (E)	The small-lot vesting tentative subdivision map for the subdivision is in compliance with the Folsom Municipal Code and the State Subdivision Map Act.	Yes
7.		<p>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.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for both the required on-site and off-site improvements and landscape plans.	Yes
8.		<p>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 Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot</p>	M	CD (E)(P)	The final map for the Village No. 1 subdivision includes all required public right-of-way and public utility easements necessary to serve all 102 lots in the subdivision. The public right-of-way and public utility easements are shown on the final map.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Vesting Tentative Subdivision Map (Lots 1-118).				
9.		<p>Street Names The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision and have been approved by the Planning Commission.	Yes
10.		<p>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:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith. <p>The Owner/Applicant shall not be required to pay or perform any settlement of such claim, action or proceeding</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
11.		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 EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
12.		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.	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
13.	✓	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 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
14.		The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1,	OG	CD (P)	The Landowner has acknowledged this requirement and has confirmed that there is currently no plan to	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.			include any residential rental property within the subdivision.	
POLICE/SECURITY REQUIREMENT						
15.		<p>The Owner/Applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
DEVELOPMENT COSTS AND FEE REQUIREMENTS						
16.		<p>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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
17.		<p>Assessments If applicable, the Owner/Applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	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
18.		<p>FPASP Development Impact Fees The Owner/Applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The Owner/Applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this Project will begin on the date of final approval (July 1, 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.</p>	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

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19.		<p>Legal Counsel The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this Project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the Project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the Owner/Applicant of the outside counsel selected, the scope of work and hourly rates, and the Owner/Applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The Owner/Applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The Owner/Applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)	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
20.		<p>Consultant Services If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the Project, the City shall provide notice to the Owner/Applicant of the outside consultant selected, the scope of work and hourly rates, and the Owner/Applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for these services.	Yes
GRADING PERMIT REQUIREMENTS						
21		<p>Mine Shaft Remediation The Owner/Applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the Project site, with specific recommendations for the sealing,</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes

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		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.				
22.		<p>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:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. <p>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.</p>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
23.		<p>State and Federal Permits The Owner/Applicant shall obtain all required State and Federal permits and provide evidence that said permits have</p>	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development	Yes

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		been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.			Department.	
24.		<i>Landslide /Slope Failure</i> The Owner/Applicant shall retain an appropriately licensed engineer during 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						
25.		<i>Improvement Plans</i> The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	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
26.		<i>Standard Construction Specifications and Details</i> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u> .	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
27.		<i>Water and Sewer Infrastructure</i> All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a			The owner/applicant has installed all sewer and water infrastructure within the street right of way. The	Yes

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		<p>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 shall be met;</p> <ul style="list-style-type: none"> • The Owner/Applicant shall provide public sewer and water main easements. • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. <p>In no case shall a City-maintained public water or public sewer line be placed on private residential property.</p>	I	CD (E)	outfall sewer line has been installed within easements or planned right of way within future streets.	
28.		<p><i>SMUD Requirements</i></p> <ol style="list-style-type: none"> 1. Structural setbacks less than 14 feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. 2. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property. 3. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal. 4. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. 			Condition of approval was deleted by unanimous vote of the City Planning Commission on 5-19-2021.	

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		<p>5. The Applicant shall not place any building foundations within 5 feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).</p> <p>6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.</p> <p>7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).</p> <p>Modified by the Planning Commission on 5-19-21</p>				
29.		<p>Lighting Plan The Owner/Applicant of all Project phases shall submit a lighting plan for the Project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes

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		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.				
30.		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 the final map.	M	CD (P)(E)	The owner/applicant has coordinated with the various utility agencies.	Yes
31.		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 Mangini Parkway to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
32.		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
33.		Water Meter Fixed Network System The Owner Owner/Applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system.	Yes

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		network system for any City-owned and maintained water meter within the Project.			Meters will be furnished and installed during home construction for each individual metered connection.	
34.		<p>Class II Bike Lanes All Class II bike lanes (East Bidwell Street and Mangini Parkway) 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.</p>	I	CD (E)(P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes
35.		<p>Separated Sidewalks A Homeowner's Association shall maintain the landscape between the separated sidewalk and curb on residential streets. In the event a Homeowners Association is not provided, the residential street section shall be modified to a section that includes attached sidewalks.</p>	I	CD (E)(P)	The subdivision does not have a Homeowner's Association established. Therefore, the subdivision improvement plans have been approved and will be constructed without separated sidewalks on the public streets.	Yes
36.		<p>Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment (the "Traffic Noise Assessment, Mangini Ranch Phase 3") prepared by Bollard Acoustical Consultants on April 23, 2021, and included in the staff report as Attachment no. 13, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> ○ To comply with the General Plan 60 and 65 dB DNL exterior noise level standards for single- and multi-family residential uses (respectively), traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other 	I, O	CD (E)(P)	The approved landscape plans for East Bidwell Street and Mangini Parkway include the required sound walls in accordance with the recommendations of the acoustical study.	Yes

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		<p>materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</p> <ul style="list-style-type: none"> ○ To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32. <p>Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 and 33-36, and Village 4 lots 1 and 24 -42) of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.</p>				
37.		<p>Master Plan Updates The Owner/Applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW	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
38.		<p>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</p>			The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NPDES Permit requires the implementation	Yes

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		<p>Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the Owner/Applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p>	G, I	CD (E)	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.	
39.		<p>Litter Control</p> <p>During Construction, the Owner/Applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</p>	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes
FIRE DEPT REQUIREMENTS						
40.		<p>All-Weather Access and Fire Hydrants</p> <p>The Owner/Applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any Project site or other approved alternative method as approved by the Fire 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 1 to April 30). The buildings 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.</p>	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed.	Yes

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		<ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • 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 <p>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.</p>				

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

41.		<p>Landscaping Plans</p> <ol style="list-style-type: none"> 1. At the time specific development is proposed, detailed landscape improvements along the Class 1 Trail (Lot A) shall be provided and rough graded subject to the satisfaction of the City including the placement of the trail, fencing, benches or other amenities. 2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed. 3. <u>Open view fencing shall be provided in Villages 3 and 4 for any homes that back up to Lot A</u> 	B	CD (P) (E)	The Community Development Department and the Parks & Recreation Department have reviewed and approved the rough grading and public improvement plans for the subdivision and the approved plans include required Class I Bike trail in Lot and the required pedestrian connection. The approved landscape plans include the required open view fencing for those lots in Village No. 1 that back up to the Lot A Open Space and the	Yes
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		<p>4. <u>(Open Space).</u> <u>Lot L shall be landscaped, and a pedestrian connection provided from "J" Drive to the Class 1 Trail in Lot A to the satisfaction of the Community Development Department.</u></p> <p><i>Modified by the Planning Commission on 5-19-21</i></p>			landscaping required for Lot J that provides a connection to the Class 1 Trail in Lot A.	
MAP REQUIREMENTS						
42.		<p><i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the Owner/Applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The Owner/Applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>			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
43.		<p><i>Inclusionary Housing Plan</i> Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>			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
44.		<p><i>Department of Real Estate Public Report</i> The Owner/Applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <p>1) Future public schools are located in proximity to the proposed subdivision, and that the public parks may</p>			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

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		<p>include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The Owner/Applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</p> <p>2) Future Fire and Police stations are located adjacent to the Project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours.</p> <p>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</p> <p>4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</p> <p>5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</p> <p>6) 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</p>				

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		<p>disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p> <p>Modified by the Planning Commission on 5-19-21</p>				
45.		<p>Public Utility Easements The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The Owner/Applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.	Yes
46.		<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the Owner/Applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary 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.</p>	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

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47.		<p><i>New Permanent Benchmarks</i> The Owner/Applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the 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.</p>	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
48.		<p><i>Centralized Mail Delivery Units</i> All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The Owner/Applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)	The final map 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
49.		<p><i>Recorded Final Map</i> Prior to the issuance of building permits, the Owner/Applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	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
50.		<p><i>Recorded Final Map</i> Prior to issuance of building permits, the Owner/Applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (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	Yes

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					permit issuance in the subdivision.	
51.		<p><i>Credit Reimbursement Agreement</i> Prior to the recordation of the first Small-Lot Final Map, the Owner/Applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)	The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the subdivision. The executed agreements are on file with the Community Development Department.	Yes
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS						
52.		The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:				
		<ul style="list-style-type: none"> • The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated April 28, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project. • The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street. • A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway. 	B	CD, E, PW, FD	The Community Development Department has reviewed and approved the improvement plans for the construction of the subdivision. The approved plans include the required off-site improvements including, the emergency vehicle access, the intersection improvements and turn lanes and tapers and the street and frontage improvements on East Bidwell Street and Mangini Parkway. These improvements are being constructed concurrently with this subdivision.	Yes

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		<ul style="list-style-type: none"> • The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper). • A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road. • The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained. • <u>The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.</u> <p><i>Modified by the Planning Commission on 5-19-21</i></p>				
ARCHITECTURE/SITE DESIGN REQUIREMENTS						
53.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the</p>	OG	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

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		public right-of-way to the satisfaction of the Community Development Department.				
MITIGATION MEASURES						
54.		<i>Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP).</i> The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).				
AESTHETICS						
55-1	3A.1-4 (FPASP EIR/EIS)	<i>Screen Construction Staging Areas.</i> The Project Applicant(s) for any discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all Project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent Project land uses that have already been developed.	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.	The construction staging area does not require screening due to distance from existing residences (>1000 feet).	Yes

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55-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the Project Applicant(s) of all Project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 	Before approval of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plan for subdivision.	Yes

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		<p>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.</p> <ul style="list-style-type: none"> ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. <p>A lighting plan for all on- and off-site elements within 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 discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				
AIR QUALITY						
55-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the Project Applicant(s) for any discretionary development application</p>	Before the approval of all grading plans by the	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance	Yes

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		<p>shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ 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. 	<p>City and throughout Project construction, where applicable, for all Project phases.</p>		<p>with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	

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		<p>▶ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.</p> <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <p>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</p> <p>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</p> <p>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</p> <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <p>▶ Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site.</p> <p>▶ 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.</p> <p>▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.</p>				

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		<p><i>Enhanced Exhaust Control Practices</i></p> <p>▶ 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</p>				

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		<p>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.</p> <p>If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>				
55-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the Project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the Project Applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of</p>	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)	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 Spring of 2021. Compliance table is on file with the City.	Yes

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		<p>any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the Applicants must establish the phasing by which development would occur, and the Applicants must develop a detailed construction schedule. Calculation of fees associated with each Project development phase shall be conducted by the Project Applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The Project Applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any Project phase.</p>		<p>until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>		
55-5	3A.2-1c (FPASP EIR/EIS)	<p>Analyze and Disclose Projected PM10 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 PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>	<p>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 Spring of 2021. Compliance table is on file with the</p>	<p>Yes</p>

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		modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The Project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the Project that exist at the time the construction activity would occur.			City.	
55-6	3A.2-2 (FPASP EIR/EIS)	<i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i> 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 Spring of 2021. Compliance table is on file with the City.	Yes
55-7	3A.2-4a (FPASP EIR/EIS)	<i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i> 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	Before the approval of all grading plans by the City 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	Yes

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		<p>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.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all Project plans and specifications for all Project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the Project Applicant(s) for the respective phase of development.</p>	<p>throughout Project construction , where applicable, for all Project phases.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	
55-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p> <p>The Project Applicant(s) for any discretionary development application shall implement the following measure:</p> <p>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.</p>	<p>Before the approval of building permits by the City and throughout Project construction , where applicable, for all Project phases.</p>	<p>City of Folsom Community Development Department</p>	<p>The Community Development Department will verify that the owner/applicant provided the required disclosure prior to issuance of a building permit.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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BIOLOGICAL RESOURCES						
55-9	3A.3-1a (FPASP EIR/EIS)	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the Project Applicant(s) for any 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."</p> <p>The Project Applicant(s) for any 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,</p>			<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

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		<p>such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the Project Applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>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-</p>				

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		<p>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.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase 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.</p>				
55-10	3A.3-2a (FPASP EIR/EIS)	<p><i>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</i></p> <p>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 Project and active burrows on the Project site. 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.</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all	City of Folsom CDD CDFW	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 Spring of 2021. Compliance table is on file with the City.	Yes

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		<p>If active nests are found, impacts on nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No Project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in 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.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>	project phases			

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GEOLOGY AND SOILS						
55-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any Project development phase, the Project Applicant(s) of each Project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> ▶ Site preparation; ▶ Soil bearing capacity; ▶ Appropriate sources and types of fill; ▶ Potential need for soil amendments; ▶ Road, pavement, and parking areas; ▶ Structural foundations, including retaining-wall design; ▶ Grading practices; ▶ Soil corrosion of concrete and steel; ▶ Erosion/winterization; ▶ Seismic ground shaking; ▶ Liquefaction; and ▶ Expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the Project Applicant(s) of each Project phase. Special</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes

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		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.				
55-12	3A.7-1b (FPASP EIR/EIS)	<i>Monitor Earthwork during Earthmoving Activities.</i> All earthworks 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 CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes
55-13	3A.7-3 (FPASP EIR/EIS)	<i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i> 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. 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	Before the start of construction activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes

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		<p>construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The Project Applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>				
55-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The Project Applicant(s) of all Project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the Project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom CDD	The Community Development Department has reviewed and approved all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
55-15	3A.7-10 (FPASP EIR/EIS)	<p><i>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.</i></p>	During earthmoving activities in the Ione and	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to	Yes

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		<p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the Project Applicant(s) of all Project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any Project phase in the lone or Mehrten Formations, the Project Applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The Project Applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	Mehrten Formations.		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains or paleontological resources have been encountered in the subdivision during grading and construction.</p>	

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GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE						
55-16	3A.4-1 (FPASP EIR/EIS)	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>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.</p>	Before the start of construction activities.	City of Folsom CDD	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 Spring of 2021. Compliance table is on file with the City.	Yes

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		<p>SMAQMD’s recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the Project Applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▶ 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 [NOX] 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). 				

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		<ul style="list-style-type: none"> ▶ 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 non-potable water from a local source. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
55-17	3A.8-2 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>The Project Applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found</p>	Before the start of construction activities.	City of Folsom CDD	<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision.</p>	Yes

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		<p>shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The Project Applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> ▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The Project Applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. 				

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		<p>► Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				

HYDROLOGY AND WATER QUALITY

55-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the Project Applicant(s) of all Projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger Project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a Project-specific SWPPP at the time the NOI is filed. The Project Applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <p>► 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</p>	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes
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**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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</p> <ul style="list-style-type: none"> ▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. ▶ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▶ Spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▶ 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 				

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		<p>construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> ▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
55-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the Project Applicant(s) of all Project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be</p>	Before the start of construction activities.	City of Folsom CDD.	The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City.	Yes

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>appropriately conveyed through the SPA, and that Project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ An accurate calculation of pre-Project and post-Project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; ▶ Runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▶ A description of the proposed maintenance program for the on-site drainage system; ▶ Project-specific standards for installing drainage systems; ▶ City and El Dorado County flood control design requirements and measures designed to comply with them; ▶ Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following: <ul style="list-style-type: none"> • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of 				

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</p> <ul style="list-style-type: none"> • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public 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</p>				

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County.</p>				
55-20	3A.9-3 (FPASP EIR/EIS)	<p>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.</p> <ul style="list-style-type: none"> ▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▶ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "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 	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none"> ▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. ▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> • Surface swales; • Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • Impervious surfaces disconnection; and • Trees planted to intercept stormwater. <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by</p>				

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.				
NOISE AND VIBRATION						
55-21	3A.11-1 (FPASP EIR/EIS)	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>To reduce impacts associated with noise generated during Project related construction activities, the Project Applicant(s) and their primary contractors for engineering design and construction of all Project phases shall ensure that the following requirements are implemented at each work site in any year of Project construction to avoid and minimize construction noise effects on sensitive receptors. The Project Applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> ▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ All motorized construction equipment shall be shut down when not in use to prevent idling. 	Before the start of construction activities.	City of Folsom CDD.	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

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

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		<p>► 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.</p>				
PUBLIC SERVICES						
55-22	3A.14-1 (FPASP EIR/EIS)	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i> The Project Applicant(s) of all Project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During Project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all Project plans or permits, for all Project phases where implementation may cause impacts on traffic. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom CDD	<p>The Community Development Department has reviewed and approved all traffic control plans required for the construction of both off-site and on-site improvements for this subdivision to verify compliance with City ordinances and to minimize delays to the travelling public.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).				
55-23	3A.14-2 (FPASP EIR/EIS)	<p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the Project Applicant(s) of all Project phases shall do the following, as described below.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>In addition to the above measures, the Project Applicant(s) of all Project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD</p>	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 CDD	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit

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		<p>service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>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.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the Project Applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>				
55-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The Project Applicant(s) of all Project phases shall incorporate into their Project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service</p>	Before issuance of building permits and issuance of occupancy	City of Folsom Fire Department, City of Folsom CDD	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.	Yes

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		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.	permits or final inspections for all project phases.			
TRAFFIC AND TRANSPORTATION						
55-25	3A.15-1a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i> 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 CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-26	3A.15-1b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i> 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	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the	City of Folsom CDD	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.	

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		Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	improvement should be implemented.			
55-27	3A.15-1c (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i> 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 CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i> 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 CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-29	3A.15-1f	<i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i>	A phasing analysis shall be	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of	Condition will be satisfied prior

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
	(FPASP EIR/EIS)	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.	performed prior to approval of the first subdivision map to determine when the improvement should be implemented.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit
55-30	3A.15-1h (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development Project. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-31	3A.15-1i (FPASP EIR/EIS)	<i>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).</i> 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	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>			
55-32	3A.15-1j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening Project.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to</p>	<p>Sacramento County Public Works Department</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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 SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			<p>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</p>			

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
55-33	3A.15-1I (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized, and separate northbound left and right turn lanes must be striped. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	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.	Condition will be satisfied prior to issuance of a building permit.
55-34	3A.15-1o (FPASP EIR/EIS)	<p><i>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).</i></p> <p>Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.	approval of the first subdivision map to determine during which project phase the improvement should be built	Transportation	subdivision.	
55-35	3A.15-1p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-</p>	Before project build out. Construction of the	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	Condition will be satisfied prior to issuance of a building

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>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.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-37	<p>3A.15-1r (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was</p>	<p>Before project build out. A phasing analysis should be</p>	<p>City of Folsom CDD and Sacramento County Department</p>	<p>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</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	performed to determine during which project phase the improvement should be built.	of Transportation	Transportation fees collected prior to building permit issuance in this subdivision.	
55-38	3A.15-1s (FPASP EIR/EIS)	<i>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).</i> 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 CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-39	3A.15-1u (FPASP EIR/EIS)	<i>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).</i> 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	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-40	3A.15-1v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange Project. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	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 Rancho Cordova Department of Public Works and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-41	3A.15-1w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from	Before project build out. A phasing analysis	City of Folsom CDD and Sacramento County	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</p>	<p>should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built</p>	<p>Department of Transportation</p>	<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-42	<p>3A.15-1x (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom CDD and Sacramento County Department of Transportation</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit</p>

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-43	3A.15-1y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></p> <p>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).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-44	3A.15-1z (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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”.</p> <p>The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			improvement should be built.			
55-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>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).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-46	3A.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	which project phase the improvement should be built.			
55-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip-on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</p>	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 CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-48	3A.15-1ff (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	map to determine during which project phase the improvement should be built.			
55-49	3A.15-1gg (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).</p>	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 CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-50	3A.15-1hh (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-52	3A.15-2a (FPASP EIR/EIS)	<i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i>	Before approval of improvement plans for all project	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>The Project Applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the Project Applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The Project Applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The Project's fair-share participation and the associated timing of the improvements and service shall be identified in the Project conditions of approval and/or the Project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	<p>phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-53	3A.15-2b (FPASP EIR/EIS)	<p><i>Participate in the City's Transportation System Management Fee Program.</i> The Project Applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom CDD</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-54	3A.15-2c (FPASP EIR/EIS)	<p><i>Participate with the 50 Corridor Transportation Management Association.</i></p>	<p>Concurrent with construction</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of</p>	<p>Condition will be satisfied prior</p>

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.	for all project phases.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit.
55-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> 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 CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach 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	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			t should be built			
55-57	3A.15-4b (FPASP EIR/EIS)	<p><i>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).</i></p> <p>To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	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 CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-58	3A.15-4c (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	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 CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			project phase the improvement should be built			
55-59	3A.15-4d (FPASP EIR/EIS)	<p><i>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).</i></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	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 CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			determine during which project phase the improvement should be built			
55-61	3A.15-4f (FPASP EIR/EIS)	<p><i>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).</i></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: 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).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-62	3A.15-4g (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed	City of Folsom CDD	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	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		lanes. The Applicant shall fund and construct these improvements.	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		to building permit issuance in this subdivision.	
55-63	3A.15-4i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i> To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements 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.	Condition will be satisfied prior to issuance of a building permit.
55-64	3A.15-4j (FPASP EIR/EIS)	<i>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).</i>	Before project build out. A phasing	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees	Condition will be satisfied prior to issuance of

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p>	<p>analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>(SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision</p>	<p>a building permit.</p>
<p>55-65</p>	<p>3A.15-4k (FPASP EIR/EIS)</p>	<p><i>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).</i></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-66	3A.15-4l (FPASP EIR/EIS)	<p><i>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).</i></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-67	3A.15-4m (FPASP EIR/EIS)	<p><i>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).</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement 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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		impacts. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	phase the improvement should be built.			
55-68	3A.15-4n (FPASP EIR/EIS)	<p><i>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).</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	map to determine during which project phase the improvement should be built.			
55-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan;</p>	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 building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.		subdivision.	
55-72	3A.15-4r (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the Project's impact. The 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.	Condition will be satisfied prior to issuance of a building permit.
55-73	3A.15-4s (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the	Before project build out. A phasing analysis	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</p>	<p>should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
<p>55-74</p>	<p>3A.15-4t (FPASP EIR/EIS)</p>	<p><i>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).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built</p>	<p>Sacramento County Department of Transportation.</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-75	3A.15-4u (FPASP EIR/EIS)	<p><i>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).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.
55-76	3A.15-4v (FPASP EIR/EIS)	<p><i>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).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.

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		On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	improvement should be built.			
55-77	3A.15-4w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	which project phase the improvement should be built			
55-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
UTILITIES AND SERVICE SYSTEMS						
55-80	3A.16-1 (FPASP EIR/EIS)	<p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>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</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD 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

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		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.				
55-81	3A.16-3 (FPASP EIR/EIS)	<p><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></p> <p>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.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD 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 Station has been accepted by the City and is currently in operation.	Yes
55-82	3A.18-1 (FPASP EIR/EIS)	<p><i>Submit Proof of Surface Water Supply Availability.</i></p> <p>a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential Project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD 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

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		<p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar Project-specific discretionary approval or entitlement required for nonresidential uses, the Project Applicant(s) of that Project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or Project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>				
55-83	<p>3A.18-2a (FPASP EIR/EIS)</p>	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></p> <p>Before the approval of the final subdivision map and issuance of building permits for all Project phases, the Project Applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the Project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all Project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom CDD Department and City of Folsom EWR Department</p>	<p>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.</p>	<p>Yes</p>
55-84	<p>3A.18-2b (FPASP EIR/EIS)</p>	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>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 discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level</p>	<p>Before approval of final maps and issuance of building permits for</p>	<p>City of Folsom CDD and City of Folsom EWR Department</p>	<p>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</p>	<p>Yes</p>

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		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 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.	any project phases.			
55-85	4.4-1 (Westland/ Eagle SPA)	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>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.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the Project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the Project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during Project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom CDD	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 Spring of 2021. Compliance table is on file with the City.	Yes

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55-86	4.4-7 (Westland/ Eagle SPA)	<p><i>Preconstruction Nesting Bird Survey.</i></p> <p>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).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-87	3A.5-1a (Westland/ Eagle SPA)	<p><i>Comply with the Programmatic Agreement.</i></p> <p>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.</p>	During all construction phases	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-88	3A.5-2 (Westland/ Eagle SPA)	<p><i>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.</i></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the Project Applicant(s) of all Project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the Project APE, to educate them about the possibility of encountering buried 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes

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		<p>cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <ul style="list-style-type: none"> ▶ 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. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	any project phase.			

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>The Project Applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during Project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (I), are made during the construction of the Project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> ▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards 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 				

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p>				
55-89	<p>3A.5-3 (Westland/ Eagle SPA)</p>	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the Project Applicant(s) of all Project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the 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]).</p> <p>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.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a 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</p>	<p>During all ground disturbing activities, for any project phase.</p>	<p>Sacramento County Coroner; Native American Heritage Commission; City of Folsom CDD</p>	<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains have been encountered in the subdivision during grading and construction</p>	<p>Yes</p>

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SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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:</p> <ul style="list-style-type: none"> ▶ record the site with the NAHC or the appropriate Information Center, ▶ use an open-space or conservation zoning designation or easement, or ▶ record a reinternment document with the county. <p>The Project Applicant(s) or its authorized representative of all Project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a 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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected</p>				

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 SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				

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