

# Folsom City Council Staff Report

<b>MEETING DATE:</b>	1/23/2024
<b>AGENDA SECTION:</b>	New Business
<b>SUBJECT:</b>	Resolution No. 11159 – A Resolution to Declassify Five Landmark Trees within the Joint Powers Authority Landmark Grove to Allow for Removal as Part of the Sacramento Regional Transit Light Rail Modernization 15 Minutes to Folsom Project
<b>FROM:</b>	Community Development Department

## **RECOMMENDATION / CITY COUNCIL ACTION**

Adopt Resolution No. 11159 - A Resolution to Declassify Five Landmark Trees within the Joint Powers Authority Landmark Grove to Allow for Removal as Part of the Sacramento Regional Transit Light Rail Modernization 15 Minutes to Folsom Project.

## **BACKGROUND / ISSUE**

Longstanding trees contribute to the City of Folsom’s character and “Distinctive by Nature” adage. One of the ways in which the City of Folsom shows recognition for particularly noteworthy specimens is through a Landmark Tree Registry. Landmark trees are trees that have been designated by the City Council as exceptional due to outstanding characteristics, special ecological contributions, or historical importance.

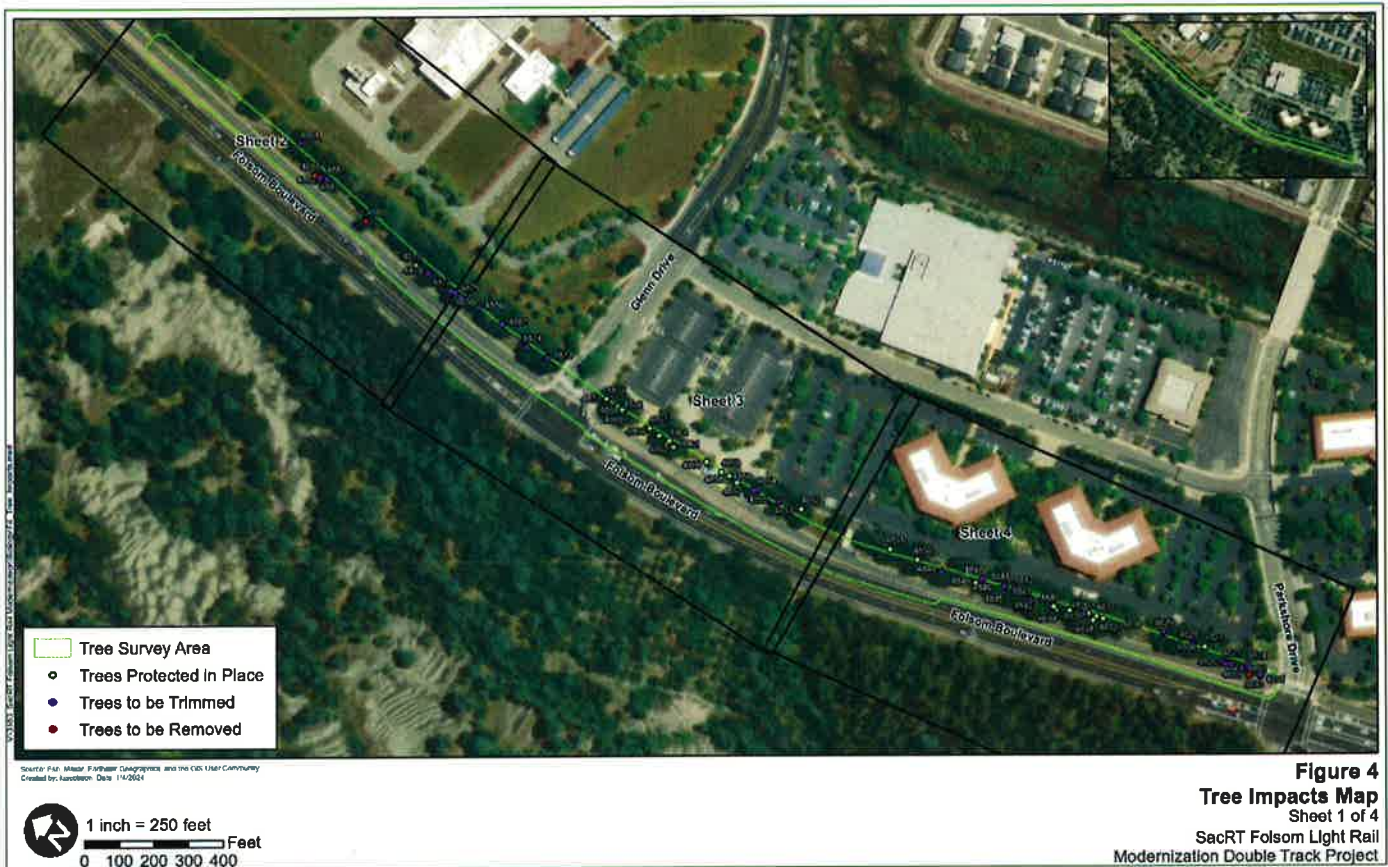
On March 9, 1999, the City Council adopted Resolution No. 5911 – *A Resolution Establishing Landmark Tree Designation at the JPA Right-of-Way on Folsom Boulevard Between Bidwell Street and Blue Ravine Road* to underscore the historical and ecological value of the native trees along the Folsom Boulevard scenic corridor. The associated staff report called attention to the possibility that the Joint Powers Authority (JPA), as the property owner, may potentially need to declassify one or more Landmark Trees for light rail improvements in the future. By designating the trees along the Folsom Blvd JPA corridor as Landmark Trees, City Council became the decision-making body for any future requests for declassification for the purposes of any tree removals that might be necessary for light rail improvements.



*Aerial image illustrating the location and span of the Joint Powers Authority (JPA) Landmark Grove, which traverses along the east edge of Folsom Blvd between Blue Ravine Rd and Bidwell St.*

On December 11, 2023, an application to declassify multiple trees within the JPA Landmark Grove was submitted to the Community Development Department by Dokken Engineering on behalf of Sacramento Regional Transit District (SacRT) in anticipation of their Folsom Light Rail Modernization Double Track Project. The planned project entails the construction of a passing track, adding a loading platform at the Glenn station, and adapting an existing platform at this station to accommodate modernized rail vehicles. Collectively, the improvements are anticipated to increase the operation of light rail trains from the Sunrise Station (Rancho Cordova) to the Historic Folsom Station reducing train headway capacity from every 30 minutes to 15 minutes. As planned and approved, the project will require the removal of five (5) oak trees, which conflict with the project footprint, as well as the pruning of several others along the corridor to provide necessary clearance for construction activities and the new light rail infrastructure.

The City’s application for Landmark declassification requires a letter of justification. The SacRT letter of justification dated December 11, 2023 (Attachment 1) initially identified four trees requiring removal to allow for the project. However, following review and comment by City staff, an updated arborist report was submitted to the Community Development Department in early January 2024 which identified five oaks requiring removal and an additional 32 requiring pruning in order to accommodate the project.



*Excerpt from the arborist report prepared by Dokken Engineering showing proposed tree work prescriptions within the JPA Landmark Grove to accommodate the planned light rail improvements*

**POLICY / RULE**

Native oak species measuring six inches in diameter at standard height (54” above grade) and greater are protected under Chapter 12.16 as Native Oak Trees, requiring a staff level discretionary tree permit prior to removal. In accordance with Section 12.16.170 of the Folsom Municipal Code, the Landmark Tree designation established under Resolution No. 5911 adds protections to all trees within the JPA corridor, inclusive of oak trees smaller than six inches in diameter at standard height and non-oak species that would not otherwise be protected. Additionally, the Landmark Tree status escalates the review body for declassification/removal from City staff to the City Council.

Section 12.16.170(D) of the Folsom Municipal Code allows a property owner to submit an application to the Community Development Department, requesting that the City Council declassify by resolution a tree or group of trees previously designated as a Landmark Tree(s). In order to remove the landmark designation of a tree, the City Council must find that the tree is no longer a significant community benefit because it meets one or more of the following factors:

- 1) The tree(s) has significantly deteriorated in health or appearance.
- 2) The tree(s) no longer possesses habitat value.
- 3) The tree(s) prevents reasonable use of the property.

If the City Council declassifies a tree or group of trees previously designated as a Landmark Tree, a copy of the resolution is provided to the property owner and the city's Urban Forester will remove the tree(s) from the Landmark Tree Registry. Subsequently, the owner/applicant may submit a tree removal permit application to the Community Development Department and mitigate for the removals in accordance with Folsom Municipal Code 12.16.150.

## **ANALYSIS**

The species distribution of tree resources within the project area of the JPA Landmark Grove is comprised primarily of interior live oak (*Quercus wislizeni*), with a small number of blue (*Q. douglasii*) and valley (*Q. lobata*) oaks interspersed throughout; along with a single black walnut (*Juglans nigra*). A detailed survey of all the trees located in proximity to the project area can be found within the arborist report, included herein as Attachment 2. Of the Landmark Trees surveyed, 32 will require pruning to accommodate the proposed permanent features of the project or the necessary clearance for access during construction. Said pruning will require a tree work permit from the Community Development Department, must be performed by an arborist certified with the International Society of Arboriculture, and must conform with all applicable City standards and policies.

Prior to the onset of construction, the project proponent will be required to establish a tree protection zone (TPZ) by enclosing all Landmark Trees to be retained in high-visibility exclusionary fencing affixed with weatherproof warning signs. Said fencing shall encompass as much of the critical root zone as possible in order to allow for the work and shall remain in place for the duration of the project.

Five oaks within the project area are located within the footprint of the proposed project improvements or are otherwise in such close proximity that the necessary pruning would constitute a critical impact resulting in the likely death of the tree. If the SacRT Light Rail Modernization Double Track Project is to move forward, these five oaks will need to be removed. The five oaks are delineated in Table 1 below, followed by staff's assessment of

applicability for each of the three findings in Section 12.16.170(D)(2) in consideration of declassification of the subject Landmark Trees.

**Table 1**  
**Oaks Proposed for Removal**

Tag #	Common Name	Botanical Name	Condition	DSH
4880	Blue oak	<i>Quercus douglasii</i>	Good	21"
4882	Interior live oak	<i>Quercus wislizeni</i>	Good	7"
4885	Interior live oak	<i>Quercus wislizeni</i>	Good	1"
4893	Interior live oak	<i>Quercus wislizeni</i>	Good	1"
4894	Valley oak	<i>Quercus lobata</i>	Good	2"
			<b>TOTAL</b>	<b>32"</b>

*The trees have significantly deteriorated in health or appearance*

Based on the information provided in the arborist report, which has been verified by the Urban Forester, the subject five oaks are in good condition. Therefore, this finding would not apply in consideration for declassification of the Landmark Tree designation.

*The trees no longer have habitat value*

Native oaks (genus *Quercus*) are keystone species, supporting more life-forms than any other tree genus. As such, this finding would not apply in consideration for declassification of the Landmark Tree designation.

*The trees prevent reasonable use of the property*

As described in the paragraphs above and illustrated in the supplemental documents attached to this report, SacRT contends that the five subject trees cannot feasibly be retained concurrently with their project as presently designed. Staff have reviewed the application documents and confirmed that the Light Rail Modernization project as designed is not compatible with the retention of oak #s 4880, 4882, 4885, 4893, and 4894.



## **CONCLUSION**

The Urban Forester has confirmed the SacRT Light Rail Modernization endeavor cannot proceed congruently with retention of Landmark Tree #s 4880, 4882, 4885, 4893, and 4894 as the project is currently designed. Thus, staff agree that a finding can reasonably be made for declassification under Folsom Municipal Code 12.16.170(D)(2)(3): *The tree(s) prevents reasonable use of the property.*

As such, staff recommends the City Council adopt Resolution No. 11159 – *A Resolution to Declassify Five Landmark Trees within the Joint Powers Authority Landmark Grove to Allow for Removal as Part of the Sacramento Regional Transit Light Rail Modernization 15 Minutes to Folsom Project* with the expectation that the project proponent will remove and mitigate the subject trees in accordance with the Chapter 12.16 of the Folsom Municipal Code.

## **FINANCIAL IMPACT**

The applicant has supplied the \$287 application fee for declassifying a Landmark Tree designation. If approved by City Council, the resolution to declassify the subject trees will allow the applicant to submit a tree removal permit and associated mitigation in-lieu fees (estimated at \$8,000) to the Community Development Department.

Pursuant to Section 12.16.160 of the Folsom Municipal Code, the anticipated mitigation fees will be deposited into the City's Tree Planting and Replacement Fund, which is utilized for tree planting projects, administration of supplemental tree programs, and maintenance of Landmark Trees.

## **ENVIRONMENTAL REVIEW**

In consideration of environmental impacts, SacRT prepared an Initial Study and Mitigated Negative Declaration (IS/MND) for the project in January of 2020 in accordance with the California Environmental Quality Act (CEQA). The study found that a less-than significant impact on air quality and biological resources is expected from the project as a result of tree removals contingent upon the preparation of an arborist survey and mitigation for the tree removals through either a tree replacement plan or payment of in-lieu fees in conformance with local jurisdictional policies.

In keeping with the findings of the IS/MND, SacRT has acquired an arborist survey and plans on mitigating for the removal of the five subject trees through payment of the associated in-lieu fees as outlined in Section 12.16.150 of the Folsom Municipal Code.

The full IS/MND document can be accessed by visiting: [https://www.sacrt.com/apps/wp-content/uploads/Folsom-Gold-Line-Double-Track-Final-IS-MND\\_Jan-2020.pdf](https://www.sacrt.com/apps/wp-content/uploads/Folsom-Gold-Line-Double-Track-Final-IS-MND_Jan-2020.pdf)

**ATTACHMENTS**

1. Resolution No. 11159 - A Resolution to Declassify Five Landmark Trees within the Joint Powers Authority Landmark Grove to Allow for Removal as Part of the Sacramento Regional Transit Light Rail Modernization 15 Minutes to Folsom Project.
2. SacRT Letter of Justification
3. Arborist Report
4. Light Rail Modernization Improvement Plan Excerpt
5. Resolution No. 5911
6. Current Map of Landmark Trees

Submitted,



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PAM JOHNS  
Community Development Director

# **ATTACHMENT 1**

**RESOLUTION NO. 11159 - A RESOLUTION TO DECLASSIFY FIVE  
LANDMARK TREES WITHIN THE JOINT POWERS AUTHORITY  
LANDMARK GROVE TO ALLOW FOR REMOVAL AS PART OF  
THE SACRAMENTO REGIONAL TRANSIT LIGHT RAIL  
MODERNIZATION 15 MINUTES TO FOLSOM PROJECT**



**RESOLUTION NO. 11159**

**A RESOLUTION TO DECLASSIFY FIVE LANDMARK TREES WITHIN THE JOINT POWERS AUTHORITY LANDMARK GROVE TO ALLOW FOR REMOVAL AS PART OF THE SACRAMENTO REGIONAL TRANSIT LIGHT RAIL MODERNIZATION 15 MINUTES TO FOLSOM PROJECT**

**WHEREAS**, Section 12.16.020 of the Folsom Municipal Code defines Landmark Trees as a tree or group of trees determined by the City Council to confer a significant community benefit to the general public due to the size, age, location, historic association or ecological value; and

**WHEREAS**, Resolution No. 5911 – *A Resolution Establishing Landmark Tree Designation at the JPA Right-of-Way on Folsom Boulevard Between Bidwell Street and Blue Ravine Road* was adopted on March 9, 1999, to underscore the historical and habitat contribution of the native grove along Folsom Boulevard JPA scenic corridor. The associated staff report also called attention to the possibility that the Joint Powers Authority (JPA), as the property owner, may potentially need to declassify one or more Landmark Trees for light rail improvements in the future; and

**WHEREAS**, the City of Folsom Urban Forester has conducted a review of an application to declassify five oaks within the abovementioned Landmark grove in anticipation of removal for the SacRT Light Rail Modernization 15 Minutes to Folsom Project and confirmed retention of the subject trees conflicts with the project as designed; and

**WHEREAS**, the Community Development Department has recommended that the oaks with affixed tag numbers 4880, 4882, 4885, 4893, and 4894 qualify for declassification of Landmark Tree status for the reason that they prevent reasonable use of the property; and

**WHEREAS**, notice has been given in the manner required by City Code; and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby finds the SacRT Light Rail Modernization 15 Minutes to Folsom project cannot move forward unless the Landmark oaks affixed with tag numbers 4880, 4882, 4885, 4893, and 4894 are removed and there are no reasonable alternative measures to construct the project as designed and retain the trees; and

**BE IT FURTHER RESOLVED** that following declassification of the oaks affixed with tag numbers 4880, 4882, 4885, 4893, and 4894, the SacRT Light Rail Modernization 15 Minutes to Folsom project proponent will obtain a tree removal permit and mitigate the subject oaks pursuant to Section 12.16.150 of the Folsom Municipal Code; and

**BE IT FURTHER RESOLVED** that all other trees within the JPA Landmark Grove shall be protected and managed consistent with ANSI A300 Standards, the International Society of Arboriculture's most recent *Best Management Practices* publications, and all applicable City of

Folsom standards and policies for the duration of the SacRT Light Rail Modernization 15 Minutes to Folsom project; and

**BE IT FURTHER RESOLVED** that the oaks affixed with tag numbers 4880, 4882, 4885, 4893, and 4894 as shown on Exhibit A, are hereby declassified from Landmark Tree status under Chapter 12.16 of the Folsom Municipal Code.

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of January, 2024, by the following roll-call vote:

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

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Michael D. Kozlowski, MAYOR

ATTEST:

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Christa Freemantle, CITY CLERK

**Exhibit A**

**Site Map**



*Annotated excerpt from the arborist report prepared by Dokken Engineering calling out the five oaks proposed for declassification*

## **ATTACHMENT 2**

### **SACRAMENTO REGIONAL TRANSPORTATION DISTRICT LETTER OF JUSTIFICATION**



# Regional Transit

**Sacramento Regional  
Transit District**  
A Public Transit Agency  
and Equal Opportunity Employer

**Administrative Offices**  
1400 29th Street  
Sacramento, CA 95816  
916-321-2800

**Mailing Address**  
P.O. Box 2110  
Sacramento, CA 95812-2110

**Human Resources**  
2810 O Street  
Sacramento, CA 95816  
916-556-0299

**Customer Service &  
Sales Center**  
1225 R Street  
Sacramento, CA 95811

**Route, Schedule & Fare  
Information**  
916-321-BUSS (2877)  
TDD 916-483-HEAR (4327)  
sacrt.com

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December 11, 2023

Atte: Bryan Holm  
City Hall  
50 Natoma Street  
Folsom CA, 95630

Re: Rail Modernization – 15 Minute Service to Folsom Project

Subject: Tree Removal Justification Memo

There are four trees that require removal to construct Track Work as part of the SacRT 15 Minute Service to Folsom Project as shown on the attached plan sheet C-011. The Mitigation Monitoring and Reporting Plan approved 10/13/2021 requires a tree removal permit from the City of Folsom.

The Folsom City Arborist has informed us that these trees are part of a Landmark Grove that was designated by the City Council approximately 30 years ago; and that these trees cannot be removed from a Landmark Grove without first having them “declassified” by the City Council. In order for the Council to make this declassification, they need to determine one of the following:

1. The tree is dead or dying with no reasonable alternative measures available to improve tree condition (i.e., mulching, irrigating, pruning, cabling, etc.); or
2. The tree no longer has habitat value; or
3. The tree prevents reasonable use of the property, and no feasible alternative measures exist to retain the subject tree concurrently with a specified reasonable use.

Unfortunately, per Item 3 above, there are no feasible alternatives that exist to retain the trees and deliver the project as planned due to the site constraints of adjacent roadways, dynamic train envelope, overhead catenary system, and sight distance.

Please accept this letter as justification to remove the trees shown on Plans sheet C-011. Your timely consideration is appreciated as our contractor, Aldridge Electric Inc., did coordinate with the City well in advance, but we understand that our contractor was not provided the above requirements.

Sincerely,

**DALIA SIDAHMED**

*Resident Engineer  
Engineering and Construction*

**SACRAMENTO REGIONAL TRANSIT DISTRICT**

c: (279) 234-6730

e: [dsidahmed@sacrt.com](mailto:dsidahmed@sacrt.com)

2811 O Street, Sacramento, CA 95816

# **ATTACHMENT 3**

## **ARBORIST REPORT**

# Arborist Report

## SacRT Folsom Light Rail Modernization Double Track Project (v3)



**Prepared for:**  
The City of Folsom  
50 Natoma Street  
Folsom, California 95630

**Prepared by:**  
Dokken Engineering  
110 Blue Ravine Road, Suite 200  
Folsom, California 95630

**January 2024**

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# Chapter 1. Introduction

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The Sacramento Regional Transit District (SacRT) proposes to construct the SacRT Folsom Light Rail Modernization Double Track Project (Project) along Folsom Boulevard at the Glenn/Robert G. Holderness Station between Glenn Drive and Parkshore Drive within the City of Folsom, California. This report presents the results of an arborist survey conducted to quantify tree resources present within the project footprint. In addition to relaying current size and health of each tree within the project area, this report also presents an assessment of the effects of the proposed project on each tree.

## 1.1. Project Description

SacRT proposes to improve its light rail service to Folsom along its Gold Line. The improvements would allow light rail trains to operate every 15 minutes from the Sunrise Station to the Historic Folsom Station, rather than the current 30 minutes. The improvements are part of the “Folsom Light Rail Modernization Project” that collectively includes new low-floor light rail vehicles, modification to station platforms to accommodate the new vehicles, and addition of new passing tracks and signalization. Current service between the Sunrise Station and the eastern terminus of the Gold Line at the Historic Folsom Station (at Leidesdorff Street and Folsom Boulevard) is impeded because only a single track provides service between these stations. To remedy this operational constraint, the proposed project includes “double tracking” (or installing a passing track) in two locations; updating the signal system that controls train movements so that trains will be able to operate inbound and outbound between the Sunrise and Historic Folsom Stations with little or no delay; adding a second loading platform at the Glenn and Hazel Stations; and modifying the existing platforms at these stations to accommodate the new low-floor light rail vehicles.

## 1.2. City of Folsom Tree Ordinance

The City regulates the removal, pruning, and impacts to Protected Trees under the Tree Preservation and Protection Ordinance (Chapter 12.16 of the Municipal Code). The ordinance defines Protected Trees as including Native Oak Trees, Heritage Trees, Landmark Trees, and Regulated Trees.

**Native Oak Trees** include: valley oak (*Quercus lobata*), blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizeni*), and coast live oak (*Quercus agrifolia*) with a single trunk diameter at standard height (DSH) of 6 inches or greater or a combined DSH of 20 inches or greater for multi-stem trees.

**Heritage trees** include any tree on the City’s Master Tree List with a DSH over 30 for single stemmed trees or over 50 for multi-stemmed trees.

**Landmark trees** include any tree or group of trees that have been determined by the City Council to confer a significant community benefit to the general public.

**Regulated trees** include trees required by City zoning code such as parking lot shade, street trees, or trees required as conditions of a development project.

Mitigation ratios for Protected Trees varies depending on the ASCA Tree Rating System and the size of replacement trees. Protected trees rated 3, 4 or 5 in the ASCA Tree Rating System (**Table 1. ASCA Tree Rating System**) shall be replaced at a ratio of one-inch equivalent for every one-inch of DSH removed as shown in Table 2 (**Table 2. Tree Replacement Equivalency Table**). Protected Trees rated 2 shall be replaced at a ratio of 0.5-inch equivalent for every one-inch removed. Protected Trees rated 0 or 1 require no replacement or any other mitigation unless a Parking Lot Shading Tree or Street Tree replacement is required under the Zoning Code.

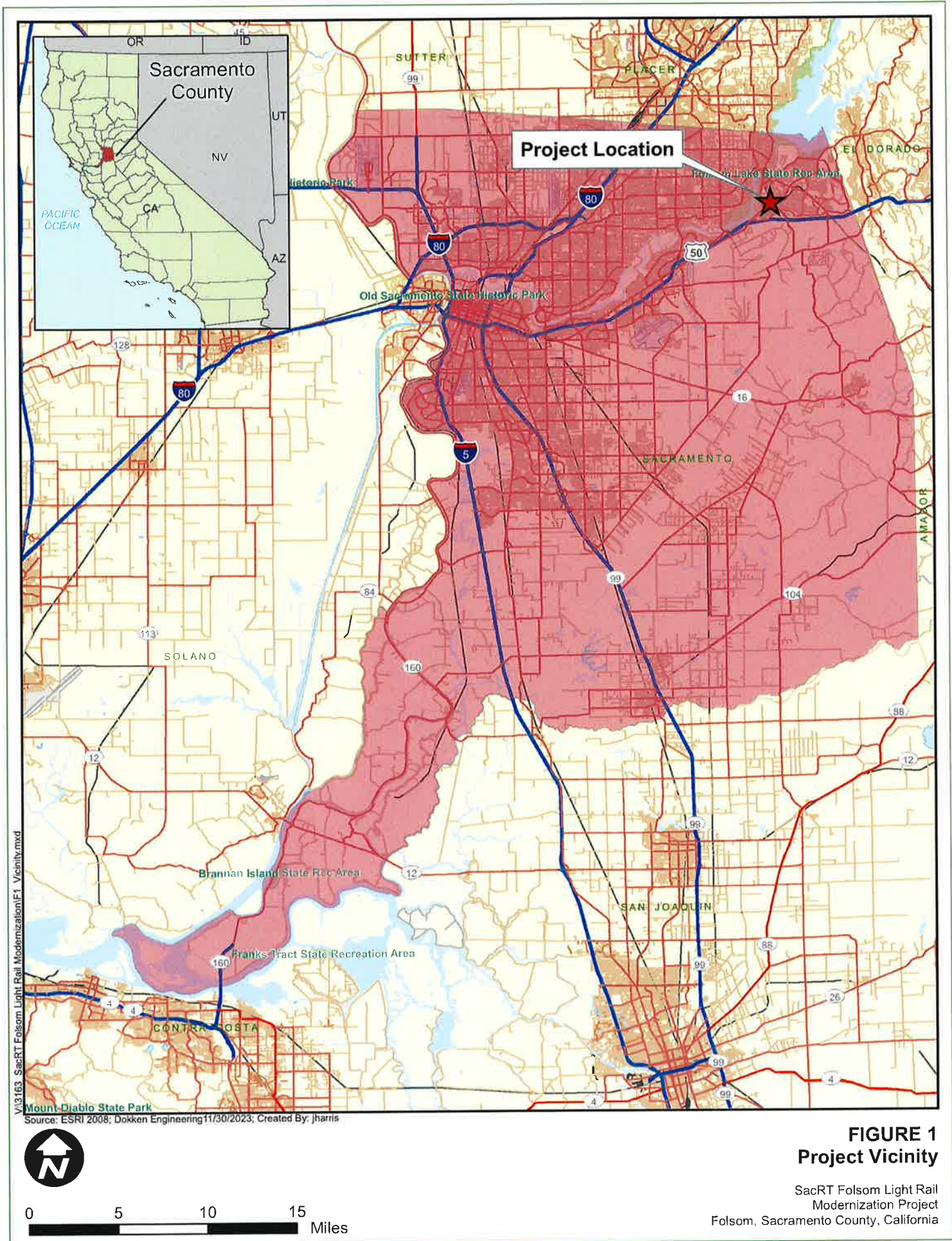
Mitigation may take the form of on-site planting, payment of in-lieu fees, or preservation of existing protected trees measuring one-inch DSH or greater. A combination of on-site replacement planting and payment of in-lieu fees may be used where the number of replacement trees cannot be accommodated on-site. The in-lieu payment shall be reduced based on the number of DSH inches of the replacement trees planted onsite. Mitigation may be waived if the City Arborist determines a tree proposed for removal poses a significant risk to health and safety.

**Table 1. ASCA Tree Rating System**

<b>Rating</b>	<b>Rating No.</b>	<b>Rating Description</b>
Excellent	5	No problem(s)
Good	4	No apparent problem(s)
Fair	3	Minor problem(s)
Poor	2	Major problem(s)
Hazardous or Non-correctable	1	Extreme problem(s)
Dead	0	Dead

**Table 2. Tree Replacement Equivalency Table**

<b>Replacement Tree Size</b>	<b>DSH Equivalency</b>
A sapling tree; or	0.5-inch DSH
Tree in container less than 15 gallons	0.5-inch DSH
15-gallon container tree	1-inch DSH
24-inch box tree	2-inch DSH
36-inch box tree	3-inch DSH



**FIGURE 1**  
**Project Vicinity**

SacRT Folsom Light Rail  
Modernization Project  
Folsom, Sacramento County, California

### 1.3. Survey Methodology

The project area was surveyed by International Society of Arboriculture (ISA) certified arborist Scott Salembier (WE-12418A) on November 28, 2023 and December 22, 2023. Following clarification of project description, the surveyed trees were revisited on January 3, 2024 in order to evaluate potential effects to each tree. The results included in this report include all trees that meet the definition of a Protected Tree under the City Tree Ordinance that may be affected by the proposed project. The species of each tree was identified, and the location of each tree was mapped with GPS. The DSH of each stem was then measured with a diameter tape and recorded.

In accordance with the City tree ordinance, the DSH of multi-stem trees each stem was calculated by adding together the DSH of each stem. This combined DSH is used for determining if a tree qualifies as a heritage tree. In addition, for the purpose of calculating compensatory mitigation the extrapolated DSH was calculated by measuring the DSH of each stem and then taking the square root of the sum of each individual stem's DSH squared. Both combined and extrapolated DSH values are provided in the survey results.

Each tree was briefly inspected then rated according to the ASCA Tree Rating System for consistency with the City's tree ordinance. Dead trees were not recorded. Table 3 below includes the ASCA Tree Health Ratings.

**Table 3. Tree Health and Structure Rating System**

ASCA Tree Health Ratings		
<b>5</b>	<b>Excellent</b>	No evidence of disease or decline. Tree is exhibiting excellent vigor and strong consistent growth. Wounds are well closed with little to no sign of decay. No evidence of stress, nutrient deficiency, or insect infestation.
<b>4</b>	<b>Good</b>	Average or below-average deadwood/dieback for the age and species. Leaf size, color, and density typical for the species. Buds are normal size, viable, abundant, and uniform. Current and past growth increments are generally average or better. Wounds are well closed with little to no sign of decay. Very little evidence of stress, disease, nutrient deficiency, and/or insect infestation.
<b>3</b>	<b>Fair</b>	Above-average deadwood/dieback for the age and species. Leaf size and density below what is typically expected for the species. Leaves may be discolored, stunted, or deformed. Buds are normal size and viable but may be sparse. Current and past growth increments may be below average. Some wounds not closed. Some decay may be present. Some to moderate level of stress, nutrient deficiency, disease, and/or infestation.
<b>2</b>	<b>Poor</b>	Abundant deadwood/dieback. Leaf size and density are well below what is typically expected for the species. Leaves may be discolored or deformed from nutrient deficiency or infection. Few viable buds are present throughout the canopy. Current and past growth increments indicate minimal growth. Wounds show minimal closure. Decay may be present. The tree is strongly exhibiting signs of stress, nutrient deficiency, disease, and/or infestation. Tree is in decline.
<b>1</b>	<b>Hazardous</b>	Major structural hazards and/or severe decline leading to an elevated risk of major branch failure or complete tree failure. Tree is recommended for immediate removal.

## Chapter 2. Tree Survey Results

A total of 67 trees were included in the survey results. Each tree was surveyed following the methods described in the previous chapter and was tagged with an aluminum tree tag. Table 4 lists each tree and that was found during the survey and identifies species, Combined DSH & Extrapolated DSH, ASCA Health Ranking, and Heritage Tree Status.

**Table 4. Tree Survey Results**

Tag #	Species	Combined DSH	Multi-Stem	Extrapolated DSH	ASCA Health Ranking	Heritage Status
4824	Interior live oak	47	Yes	34	Good	
4826	Valley oak	7		7	Good	
4827	Valley oak	31		31	Good	Yes
4828	Interior live oak	15		15	Good	
4829	Interior live oak	24	Yes	20	Good	
4830	Valley oak	11		11	Good	
4831	Valley oak	14		14	Good	
4832	Valley oak	13		13	Good	
4833	Black Walnut	20		20	Good	
4834	Interior live oak	25	Yes	11	Good	
4835	Valley oak	21		21	Good	
4836	Valley oak	31		31	Good	Yes
4837	Black Walnut	8		8	Good	
4838	Interior live oak	17		17	Good	
4839	Interior live oak	7		7	Good	
4840	Black Walnut	6		6	Good	
4841	Interior live oak	28		28	Good	
4843	Interior live oak	42	Yes	30	Good	
4844	Interior live oak	50	Yes	35	Good	Yes
4847	Interior live oak	27	Yes	19	Poor	
4848	Black Walnut	6		6	Good	
4849	Interior live oak	61	Yes	35	Good	Yes
4850	Interior live oak	121	Yes	47	Good	Yes
4851	Interior live oak	61	Yes	29	Good	Yes
4852	Interior live oak	124	Yes	48	Good	Yes
4853	Interior live oak	141	Yes	40	Poor	Yes
4854	Interior live oak	25	Yes	18	Good	
4855	Interior live oak	51	Yes	22	Good	Yes
4856	Interior live oak	44	Yes	17	Good	
4857	Interior live oak	25	Yes	15	Good	
4858	Interior live oak	13		13	Good	
4859	Interior live oak	7		7	Good	
4860	Interior live oak	10		10	Good	
4861	Interior live oak	13		13	Fair	
4862	Interior live oak	24		24	Fair	
4863	Interior live oak	10		10	Poor	

Tag #	Species	Combined DSH	Multi-Stem	Extrapolated DSH	ASCA Health Ranking	Heritage Status
4864	Interior live oak	24	Yes	17	Good	
4865	Interior live oak	60	Yes	35	Good	Yes
4867	Interior live oak	20	Yes	10	Good	
4868	Interior live oak	59	Yes	30	Good	Yes
4869	Interior live oak	66	Yes	30	Good	Yes
4870	Interior live oak	44	Yes	22	Good	
4871	Interior live oak	35	Yes	25	Good	
4872	Interior live oak	45	Yes	27	Good	
4873	Interior live oak	37		37	Good	Yes
4874	Interior live oak	28		28	Good	
4875	Interior live oak	10		10	Good	
4876	Interior live oak	23		23	Good	
4877	Interior live oak	11		11	Good	
4878	Interior live oak	16		16	Good	
4879	Interior live oak	8		8	Good	
4880	Blue Oak	21		21	Good	
4881	Interior live oak	19	Yes	10	Good	
4882	Interior live oak	7		7	Good	
4883	Interior live oak	11		11	Good	
4884	Interior live oak	78	Yes	40	Good	Yes
4885	Interior live oak	2	Yes	1	Good	
4886	Interior live oak	34	Yes	24	Good	
4887	Interior live oak	23	Yes	16	Good	
4888	Interior live oak	38		38	Good	Yes
4889	Interior live oak	5	Yes	4	Good	
4890	Interior live oak	1		1	Good	
4891	Interior live oak	1		1	Good	
4892	Interior live oak	1		1	Good	
4893	Interior live oak	1		1	Good	
4894	Valley oak	4	Yes	2	Good	
4895	Interior live oak	3		3	Good	

All trees found within the project area were in either good or fair health at the time of the survey except for two Interior Live Oaks (#4853 and #4863). The locations of all trees found within the project area are shown on Figure 3. Tree Survey Results.

## 2.1. Protected Tree Status

### Native Oak Trees

The survey area included 1 Blue oak, 47 interior live oaks, and 7 valley oaks that meet the minimum 6-inch DSH size criteria to be Protected Native Oak Trees under the City Ordinance.

### Heritage Trees

The survey area included 1 valley oak and 14 interior live oaks that meet the minimum size criteria to Protected Heritage Trees under the City Ordinance.

**Landmark Trees**

Per conversations with the City Arborist, it was discovered that all trees within the JPA right-of-way along Folsom Boulevard between Bidwell Street and Blue Ravine were designated as a Landmark Grove by the City Council. Landmark trees may not be removed without prior declassification by the City Council. This includes every tree in the survey. In addition to the Native Oak Tree species reported above, an additional 7 interior live oaks and 1 valley oak with less than 6-inch DSH were included in the survey and are subject to Landmark tree provisions. A total of 67 trees were surveyed in the study area.



Document Path: V:\3163 SacRT Folsom Light Rail Modernization\F2 Location.mxd

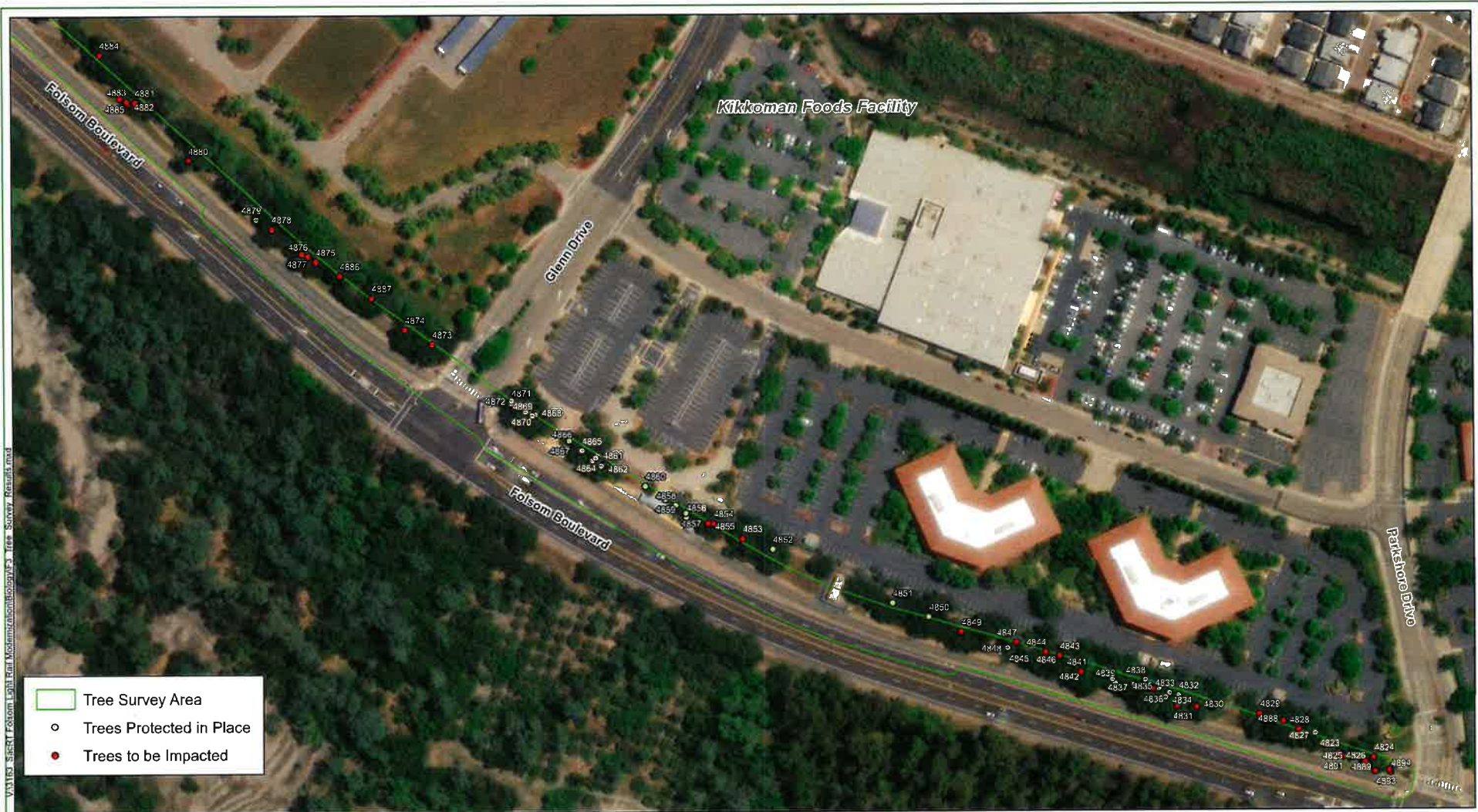
Source: ESRI World Street Maps Online; Dokken Engineering 11/30/2023; Created By: jharris



**FIGURE 2**  
**Project Location**

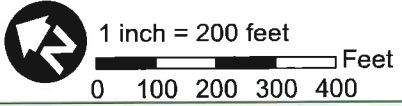
SacRT Folsom Light Rail  
Modernization Double Track Project  
Folsom, Sacramento County, California





- Tree Survey Area
- Trees Protected in Place
- Trees to be Impacted

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community  
 Created by: kjacobson, Date: 1/4/2024



**Figure 3**  
**Tree Survey Results**  
 SacRT Folsom Light Rail  
 Modernization Double Track Project

## Chapter 3. Project Impacts & Discussion

### 3.1. Tree Impact Summary

Identification of the extent of project activities and footprint that will affect project area trees were gained through direction of the SacRT with additional clarification provided by the project contractor. These are as follows:

- Specific trimming and removal requirements for trees at the north end of the project alignment (trees with tag numbers 4880 to 4885)
- Clearance within 10 feet of the easternmost rail of the existing tracks (10-foot buffer) except for 1) trees adjacent to the existing Glenn Station which will be left as is, and 2) tree branches that arch over the 10-foot buffer and occur higher than the existing catenary poles will not be trimmed.
- Trees in the vicinity of a utility shed at the northeast corner of Glenn Drive and Folsom Boulevard will require trimming beyond the 10-foot buffer to allow for equipment access and clearance.

Of the 67 trees found within the Project Area, 5 must be removed and 32 must be trimmed. All 37 affected trees are in conflict with either permanent project features or access requirements during construction. Of the 37 trees, 29 are of sufficient girth to be protected by the City tree ordinance and all 37 are part of the Landmark Grove designated by the City Council. Two of the trees meet the minimum size requirements to be heritage trees. Of the 37 trees, 16 have multiple trunks and the extrapolated DSH for mitigation purposes was calculated by taking the square root of the sum total of each individual stem diameter squared in accordance with the City's tree ordinance. Trees impacted by the project are listed in Table 6 below.

**Table 5. Trees Impacted by the Project**

Tag #	Species	Multi-Stem?	Combined DSH	Extrapolated DSH	Heritage Status	Impact Type
4824	Interior live oak	(18+29)	47	34		Trim
4826	Valley oak	No	7	7		Trim
4828	Interior live oak	No	15	15		Trim
4829	Interior live oak	(20+4)	24	20		Trim
4830	Valley oak	No	11	11		Trim
4831	Valley oak	No	14	14		Trim
4836	Valley oak	No	31	31	Yes	Trim
4841	Interior live oak	No	28	28		Trim
4843	Interior live oak	(20+22)	42	30		Trim
4844	Interior live oak	(27+23)	50	35	Yes	Trim
4847	Interior live oak	(11+16)	27	19		Trim
4849	Interior live oak	(21+21+19)	61	35	Yes	Trim
4853	Interior live oak	(17+8+9+9+13+8+12+10+4+8+13+14+4+12)	141	40	Yes	Trim
4854	Interior live oak	(11+14)	25	18		Trim
4855	Interior live oak	(13+6+11+8+9+4)	51	22	Yes	Trim

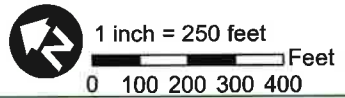
Tag #	Species	Multi-Stem?	Combined DSH	Extrapolated DSH	Heritage Status	Impact Type
4873	Interior live oak	No	37	37	Yes	Trim
4874	Interior live oak	No	28	28		Trim
4875	Interior live oak	No	10	10		Trim
4876	Interior live oak	No	23	23		Trim
4877	Interior live oak	No	11	11		Trim
4878	Interior live oak	No	16	16		Trim
4880	Blue Oak	No	21	21		Remove
4881	Interior live oak	(6+5+4+4)	19	10		Trim
4882	Interior live oak	No	7	7		Remove
4883	Interior live oak	No	11	11		Trim
4884	Interior live oak	(24+22+16+16)	78	40	Yes	Trim
4885	Interior live oak	(1+1)	2	1		Remove
4886	Interior live oak	No	38		Yes	Trim
4887	Interior live oak	(20+14)	34	24		Trim
4888	Interior live oak	(13+10)	23	16		Trim
4889	Interior live oak	(3+2)	5	4		Trim
4890	Interior live oak		1	1		Trim
4891	Interior live oak		1	1		Trim
4892	Interior live oak		1	1		Trim
4893	Interior live oak		1	1		Remove
4894	Valley oak	(2+1+1)	4	2		Remove
4895	Interior live oak		3	3		Trim

The location of trees that will be impacted by the proposed project are shown on Figure 4. Tree Impacts. The remaining trees are located far enough away from proposed improvements that they can be protected in place for the duration of construction and will not need to be trimmed or removed. Details on tree trimming and justifications for tree removals are included on the following pages.



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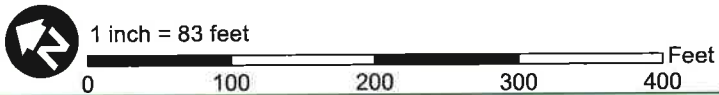
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community  
Created by: kjacobson, Date: 1/4/2024



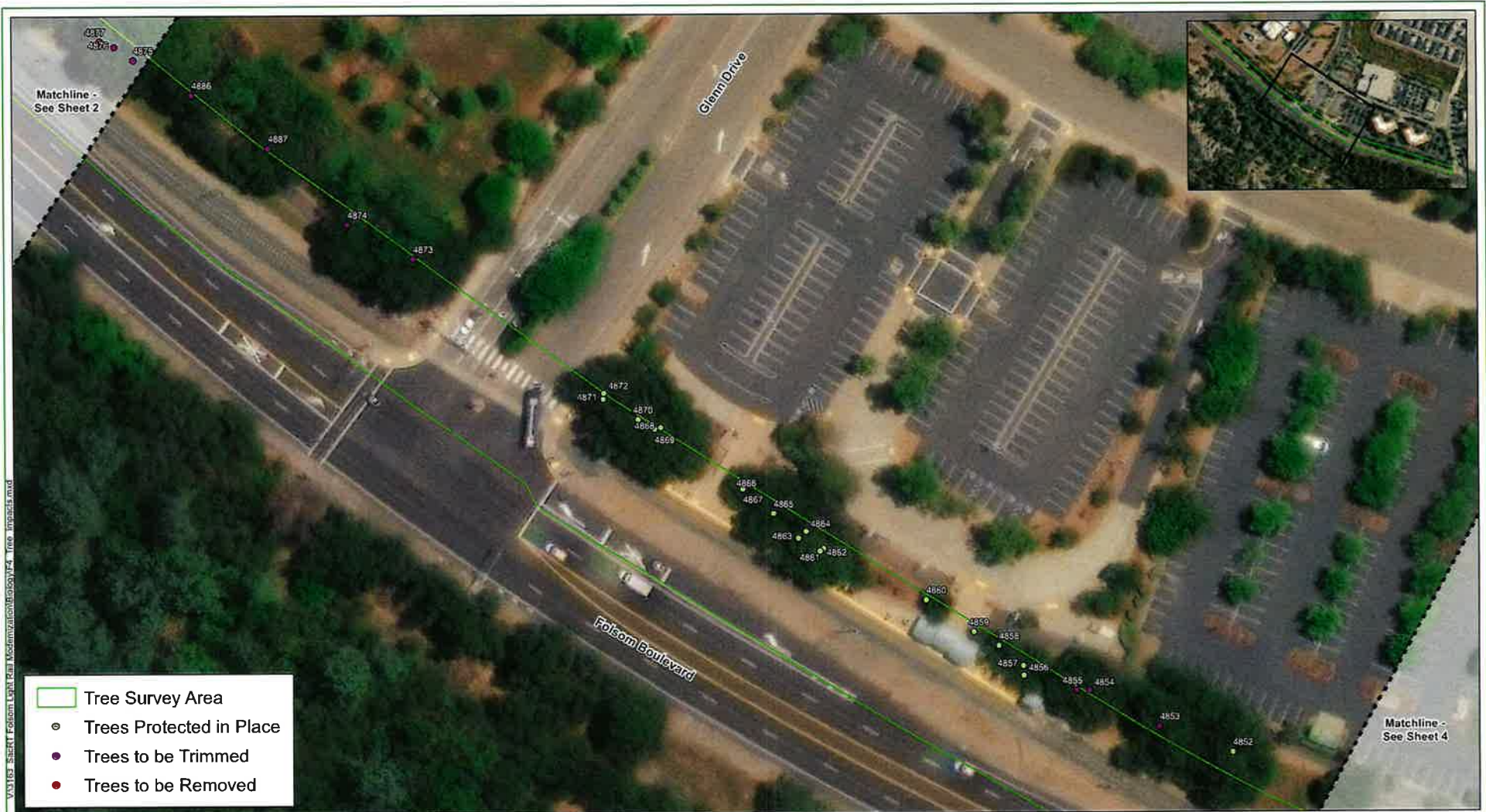
**Figure 4**  
**Tree Impacts Map**  
Sheet 1 of 4  
SacRT Folsom Light Rail  
Modernization Double Track Project



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community  
 Created by: kjacobsn, Date: 1/4/2024

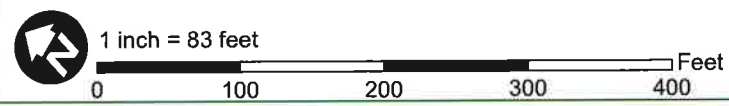


**Figure 4**  
**Tree Impacts Map**  
 Sheet 2 of 4  
 SacRT Folsom Light Rail  
 Modernization Double Track Project



V:\GIS\PROJECTS\Folsom Light Rail Modernization\Map\Map4\_Tree\_Impacts.mxd

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community  
 Created by: kjacobson, Date: 1/4/2024



**Figure 4**  
**Tree Impacts Map**  
 Sheet 3 of 4  
 SacRT Folsom Light Rail  
 Modernization Double Track Project



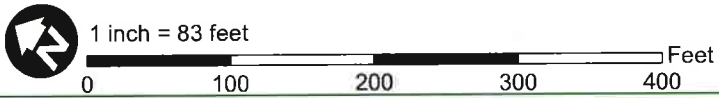
Matchline  
- See  
Sheet 3

Parkshore Drive

Folsom Boulevard

- Tree Survey Area
- Trees Protected in Place
- Trees to be Trimmed
- Trees to be Removed

Source: Esri, Maxar, Earthstar\* Geographics, and the GIS User Community  
Created by: kjacobson, Date: 1/4/2024



**Figure 4**  
**Tree Impacts Map**  
Sheet 4 of 4  
SacRT Folsom Light Rail  
Modernization Double Track Project

### 3.2. Tree Trimming Justifications

#### Tree 4824, Interior Live Oak, 18+29 Inches



Tree 4824 is a large 2-stemmed tree rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes multiple branchlets less than 1 inch in diameter. The canopy above catenary pole height overhangs the area needing trimming, so no canopy area will be affected. The trimming is not expected to affect the long-term health of the tree.



**Tree 4826, Valley Oak, 7 Inches**



Tree 4826 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes approximately 5 branchlets less than 1 inch in diameter. The canopy above catenary pole height overhangs the area needing trimming, so no canopy area will be affected. The trimming is not expected to affect the long-term health of the tree.

**Tree 4828, Interior Live Oak, 15 Inches**



Tree 4828 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes 5 lateral branches of 1–2-inch diameter and multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 5% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4829, Interior Live Oak 20+4 Inches**



Tree 4829 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes 3 lateral branches of 2-3-inch diameter and a few branchlets less than 1 inch in diameter. Trimming will remove approximately 10% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4830, Valley Oak, 11 Inches**



Tree 4830 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes a few branchlets less than 1 inch in diameter. The canopy above catenary pole height overhangs the area needing trimming, so no canopy area will be affected. The trimming is not expected to affect the long-term health of the tree.

**Tree 4831, Valley Oak, 14 Inches**



Tree 4831 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes 3 lateral branches of 1-2-inch diameter. The canopy above catenary pole height overhangs the area needing trimming, so no canopy area will be affected. The trimming is not expected to affect the long-term health of the tree.

**Tree 4836, Valley Oak, 31 Inches**



Tree 4836 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes 4 lateral branches of 1-2-inch diameter. The canopy above catenary pole height overhangs the area needing trimming, so no canopy area will be affected. The trimming is not expected to affect the long-term health of the tree.

**Tree 4841, Interior Live Oak, 28 Inches**



Tree 4841 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes 4 lateral branches of 1-inch diameter. The canopy above catenary pole height overhangs the area needing trimming, so no canopy area will be affected. The trimming is not expected to affect the long-term health of the tree.

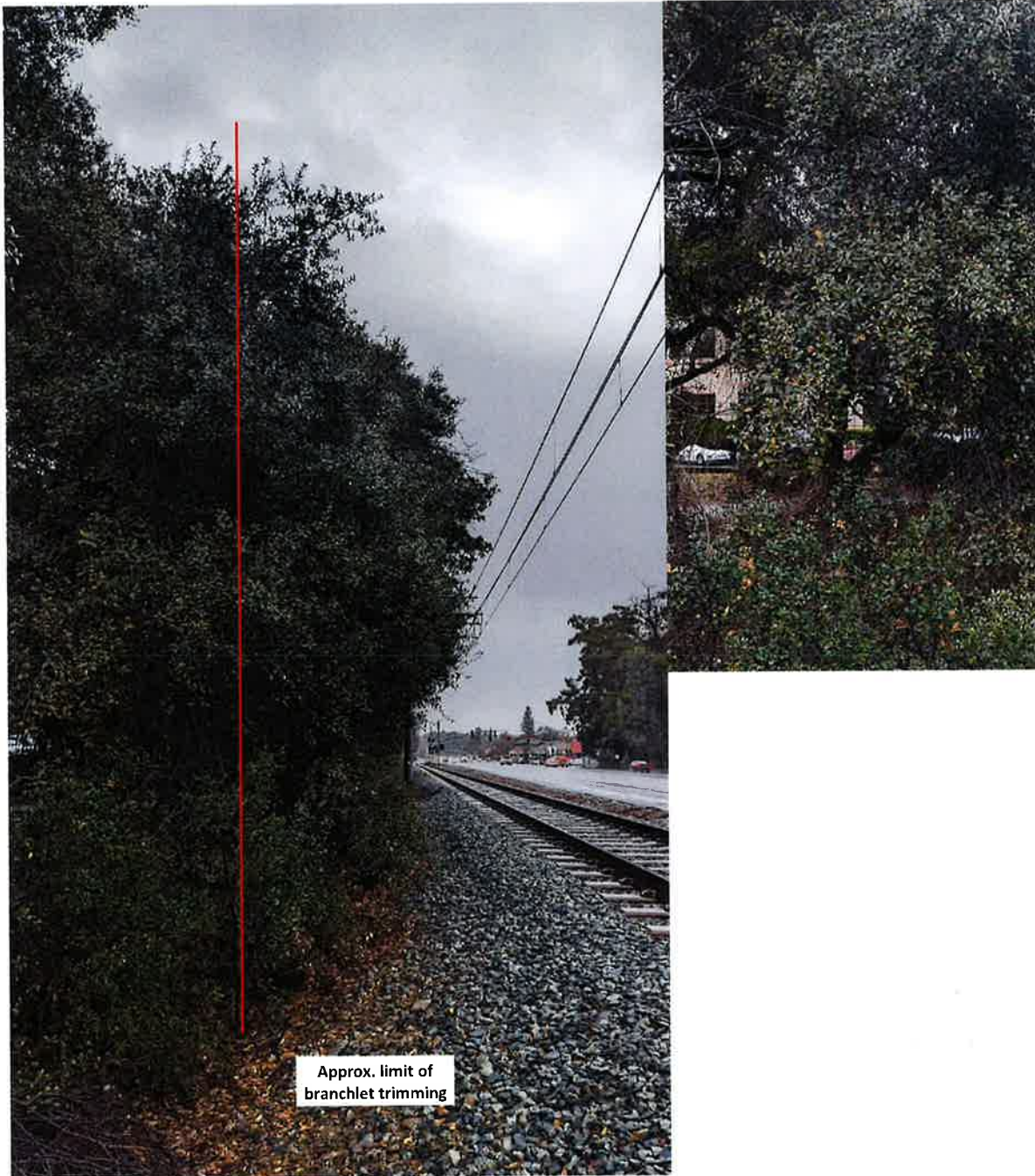
**Tree 4843, Interior Live Oak 20+22 Inches**



Tree 4843 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes one lateral branch of 3-inch, two of 2-inch, and two of 1-inch diameter, plus multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 10% of the canopy and is not expected to affect the long-term health of the tree.



**Tree 4844, Interior Live Oak, 27+23 Inches**



Tree 4844 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes one lateral branch of 4-inch, two of 2-inch, and four of 1-inch diameter, plus multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 10% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4847, Interior Live Oak, 11+16 Inches**



Approx. limit of  
branchlet trimming

Tree 4847, in poor health, is rooted outside of the project footprint but ends of branch that extends into the construction area near to the ground will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes multiple branchlets less than 1 inch in diameter. The canopy above catenary pole height overhangs the area needing trimming, so no canopy area will be affected. Trimming will remove approximately 5% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4849, Interior Live Oak, 21+21+19 Inches**



Tree 4849 is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes one lateral branch of 3-inch, two of 2-inch, and six of 1-inch diameter, plus multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 10% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4853, Interior Live Oak, 17+8+9+9+13+8+12+10+4+8+13+14+4+12 Inches**



Tree 4853, in poor health, is rooted outside of the project footprint but ends of branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes one lateral branch of 3-inch, one of 2-inch, and nine of 1-inch diameter. Trimming will remove approximately 10% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4854, Interior Live Oak, 11+14 Inches**



Tree 4854 is rooted outside of the project footprint but ends of branch that extends into the construction area near to the ground will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes three lateral branches of 2-inch, and seven of 1-inch diameter. Trimming will remove approximately 10% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4855, Interior Live Oak, 13+6+11+8+9+4 Inches**



Tree 4855 is rooted outside of the project footprint but ends of branches that extend into the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes four lateral branches of 2-inch and five of 1-inch diameter, plus multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 10% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4873, Interior Live Oak, 37 Inches**



Tree 4873 is rooted outside of the project footprint but ends of branches that extend into the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes one lateral branch of 3-inch, five of 2-inch and four of 1-inch diameter. Trimming will remove approximately 10% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4874, Interior Live Oak, 28 Inches**



Tree 4873 is rooted outside of the project footprint but ends of branches that extend into the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes one lateral branch of 5-inch, three of 3-inch, ten of 2-inch and four of 1-inch diameter, plus multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 30% of the canopy and is not expected to affect the long-term health of the tree.



**Tree 4875, Interior Live Oak, 10 Inches**



Approx. limit of  
branchlet trimming

Tree 4875 is rooted outside of the project footprint but ends of branches extending into the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes a few branchlets less than 1 inch in diameter. Trimming will remove less than 5% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4876, Interior Live Oak, 23 Inches**



Tree 4876 is rooted outside of the project footprint but ends of branches extending into the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 5% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4877, Interior Live Oak, 11 Inches**



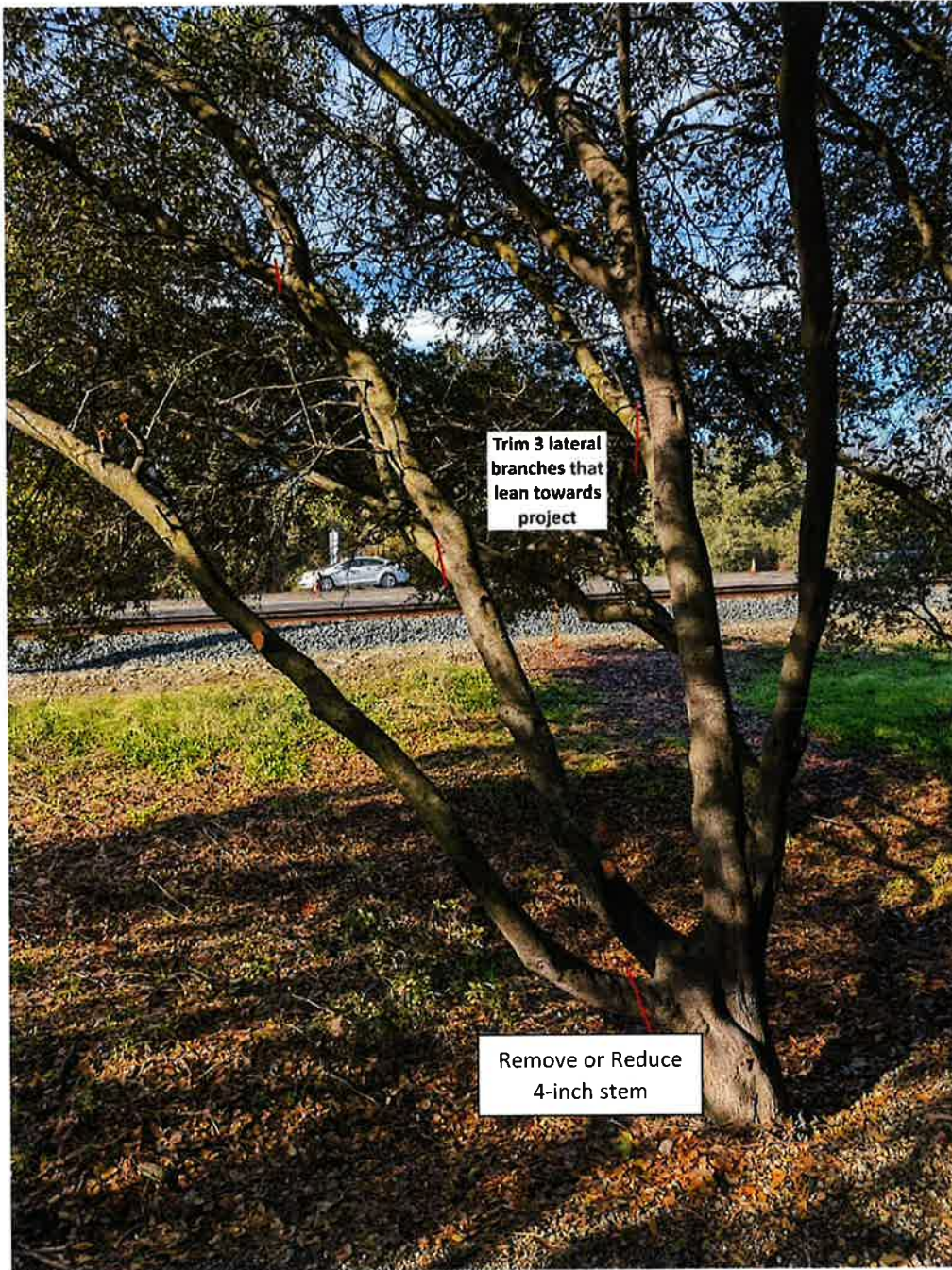
Tree 4877 is rooted outside of the project footprint but ends of branches extending into the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 5% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4878, Interior Live Oak, 16 Inches**



Tree 4878 is rooted outside of the project footprint but ends of branches that extend into the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes three lateral branches of 2-inch diameter plus multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 30% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4881, Interior Live Oak, 6+5+4+4 Inches**



Tree 4881 is rooted outside of the project footprint but branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes one 4-inch stem and three lateral branches between 2 and 3 inches in diameter totaling approximately 20% of the total canopy and is not expected to affect the long term health of the tree.

**Tree 4883, Interior Live Oak, 11 Inches**



Tree 4883 is rooted outside of the project footprint but branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes removing 4 lateral branches from the main leader. The upper canopy will remain untouched. Pruning will remove approximately 20% of the canopy and is not expected to negatively affect the long-term health of the tree.

**Tree 4884, Interior Live Oak, 24+22+16+16 Inches**



Tree 4884 is a large multi-stem tree with one of the stems growing almost horizontally out over the bike trail and into the construction area. This limb needs to be removed or reduced back to a strong lateral to gain vehicle access and clearance for the relocated overhead power lines for the light rail. Removing or reducing this stem will remove approximately 10% of the canopy and is not expected to adversely affect the health of the tree.

**Tree 4886, Interior Live Oak, 20+14 Inches**



Tree 4886 is rooted outside of the project footprint but branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes multiple branchlets less than 1 inch in diameter. Trimming will remove less than 5% of the canopy and is not expected to affect the long-term health of the tree.



**Tree 4887, Interior Live Oak, 13+10 Inches**



Tree 4887 is rooted outside of the project footprint but branches that lean towards the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes multiple branchlets less than 1 inch in diameter. Trimming will remove less than 5% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4888, Interior Live Oak, 38 Inches**



Tree 4888, located towards the southern end of the project alignment, is rooted outside of the project footprint but ends of branches that extend into the construction area will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes three lateral branches of 1-inch diameter. The canopy above catenary pole height overhangs the area needing trimming, so no canopy area will be affected. The trimming is not expected to affect the long-term health of the tree.

**Tree 4889, Interior Live Oak, 3+2 Inches**



Tree 4889, located towards the southern end of the project alignment, is a sapling rooted just outside of the project footprint with branches extending into the construction area that will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 50% of the canopy and is not expected to affect the long-term health of this healthy sapling.

**Tree 4890, Interior Live Oak, 1 Inch**



Tree 4890, located towards the southern end of the project alignment, is a sapling rooted just outside of the project footprint with branches extending into the construction area that will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes multiple branchlets less than 1 inch in diameter. Trimming will remove approximately 30% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4891, Interior Live Oak, 1 Inch**



Tree 4891, located towards the southern end of the project alignment, is a sapling rooted just outside of the project footprint with branches extending into the construction area that will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes a few branchlets less than 1 inch in diameter. Trimming will remove approximately 20% of the canopy and is not expected to affect the long-term health of the tree.

**Tree 4892, Interior Live Oak, 1 Inch**



Tree 4892, located towards the southern end of the project alignment, is a sapling rooted just outside of the project footprint with branches extending into the construction area that will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes a few branchlets less than 1 inch in diameter. Trimming will remove approximately 10% of the canopy and is not expected to affect the long-term health of the tree.

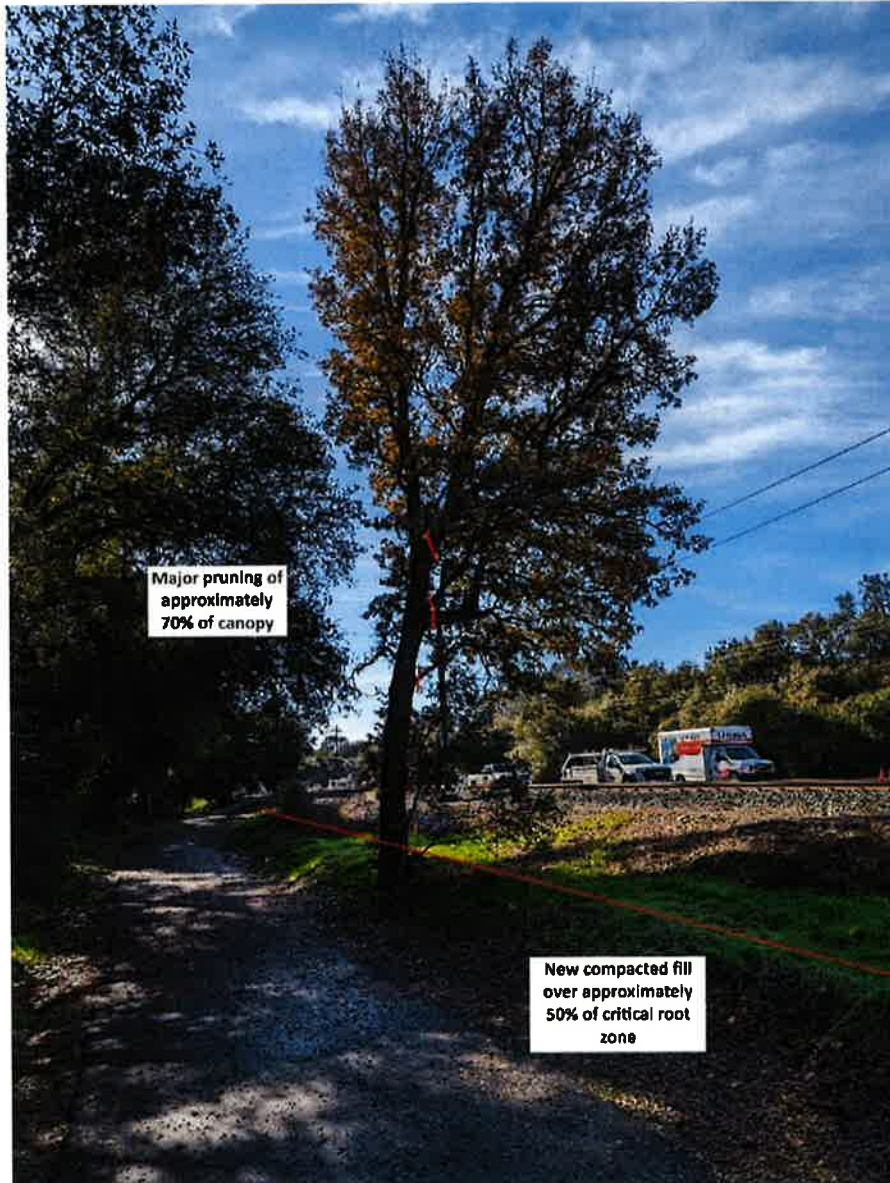
**Tree 4895, Interior Live Oak, 3 Inches**



Tree 4895, located towards the southern end of the project alignment, is a sapling rooted just outside of the project footprint with branches extending into the construction area that will need to be trimmed to allow for vehicle access and equipment clearance. Proposed trimming includes a few branchlets less than 1 inch in diameter. Trimming will remove approximately 20% of the canopy and is not expected to affect the long-term health of the tree.

### 3.3. Tree Removal Justifications

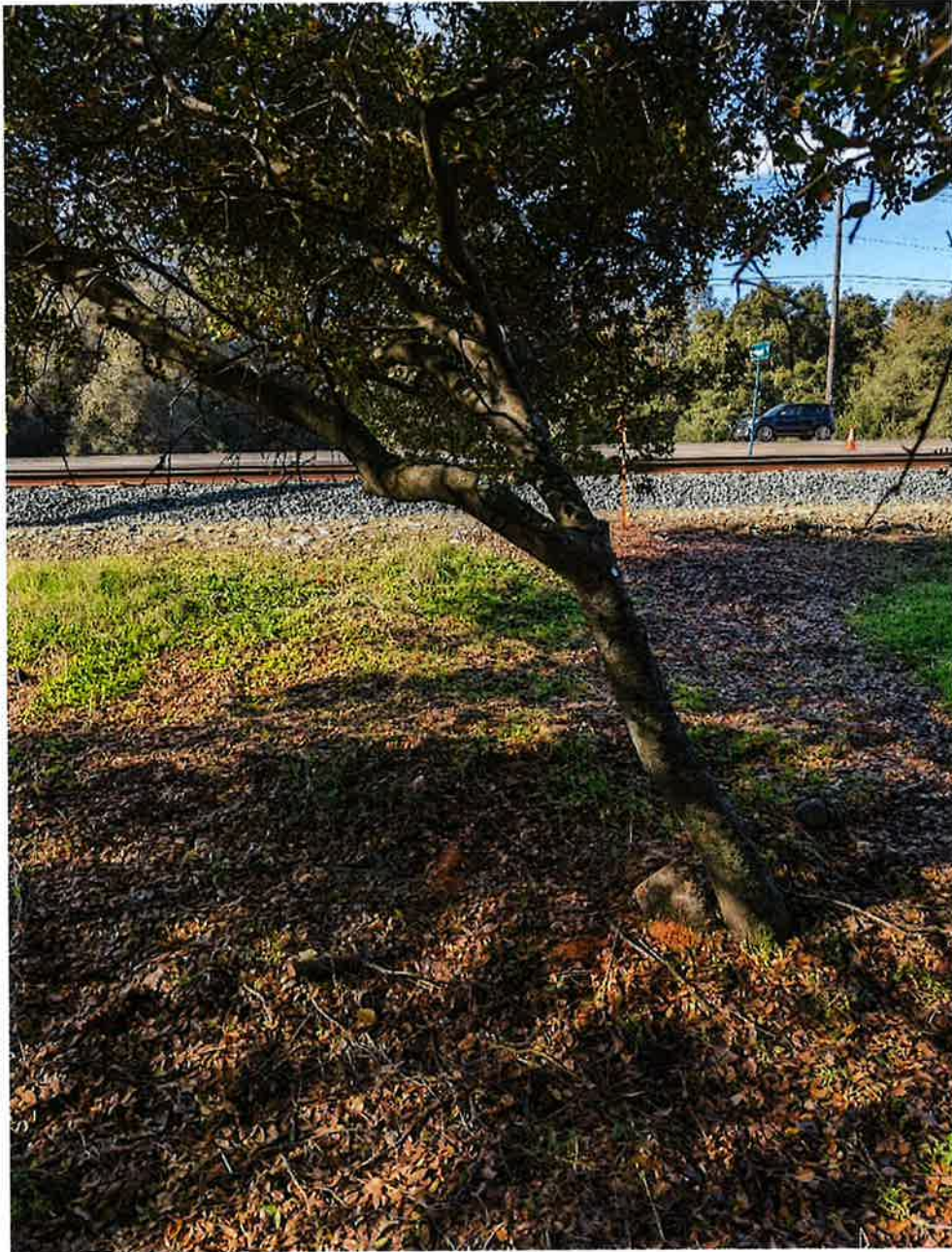
#### Tree 4880, Blue Oak, 21 Inches



In order to retain tree 4880, SacRT would need to remove approximately 70% of the tree crown and grade and compact approximately 50% of the tree's critical root zone. These impacts are far greater than the recommended 25% maximum crown reduction for a single season and recommended 30% maximum critical root zone impact and are likely to cause significant health impacts to the tree. If left in place, the tree may survive for several years but would be at an increased risk of decline and failure. This risk is not acceptable in such close proximity to the light rail overhead powerlines and tracks and SacRT is proposing to remove the tree and pay the in-lieu fee.

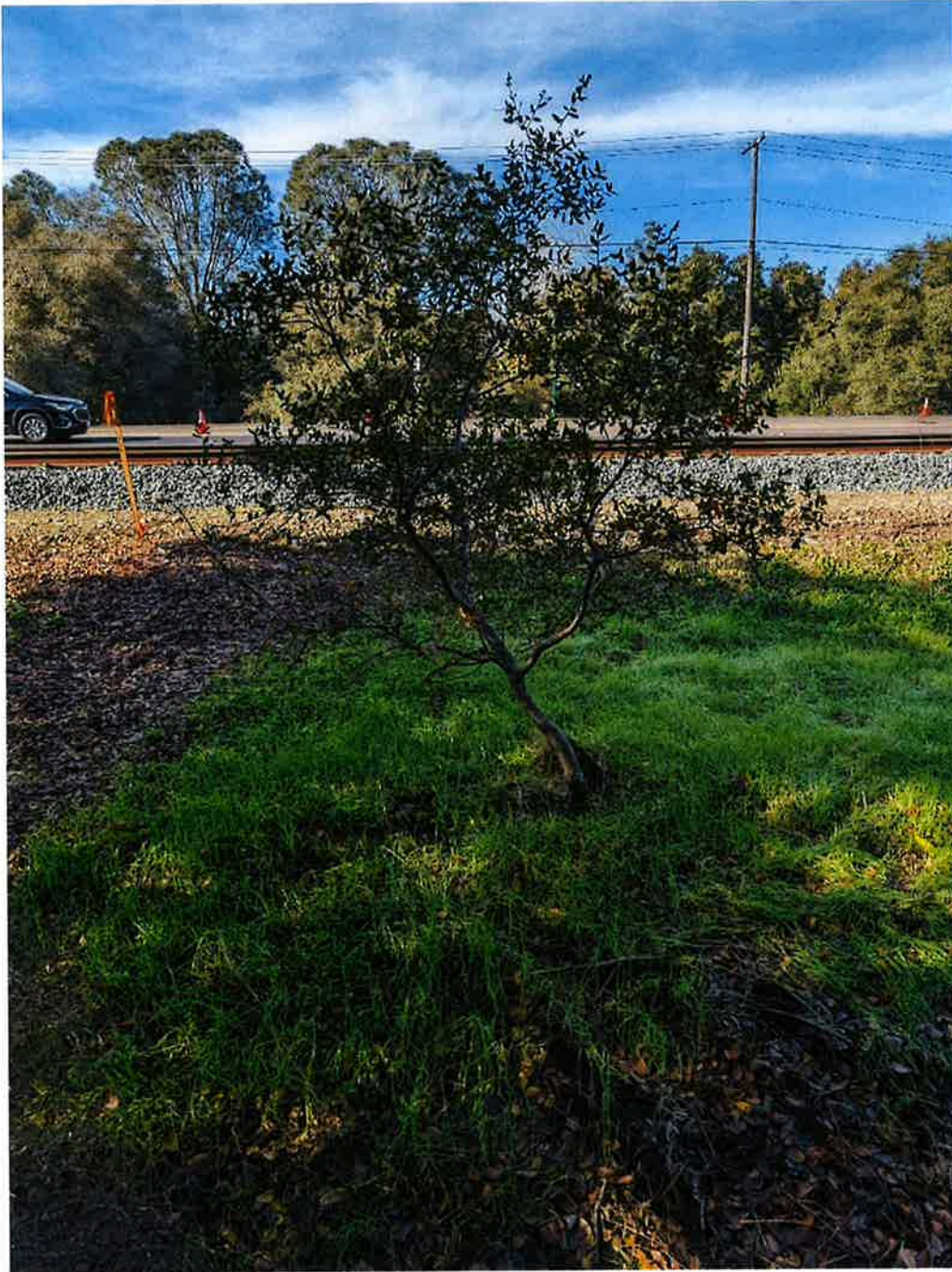


**Tree 4882, Interior Live Oak, 7 Inches**



Tree 4882 is entirely within the fill slope for the new secondary light rail track and must be removed. Please note, when this tree was surveyed on November 28<sup>th</sup>, it had three stems, a 7-inch stem, an 8-inch stem, and a 5-inch stem. When the area was re-surveyed on December 22, 2023, it was noted that the 8-inch and 5-inch stems had been removed by someone not affiliated with the SacRT 15-minute light rail project. Numerous other trees along the adjacent bike trail had also recently been trimmed.

**Tree 4885, Interior Live Oak, 1+1 inches**



Tree 4885 is entirely within the fill slope for the new secondary light rail track and must be removed.

**Tree 4893, Interior Live Oak, 1 Inch**



Tree 4893, located towards the southern end of the project alignment, is a sapling rooted within the project footprint and will be removed.

**Tree 4894, Valley Oak, 2+1+1 Inches**



Tree 4894, located towards the southern end of the project alignment, is a sapling rooted within the project footprint and will be removed.

### 3.4. Tree Removal Mitigation

Compensatory mitigation for the 5 trees that must be removed will be required on an inch per inch basis before construction may proceed. Table 7 below lists these 5 trees and the DSH replacement mitigation requirement.

**Table 6. Mitigation Requirement**

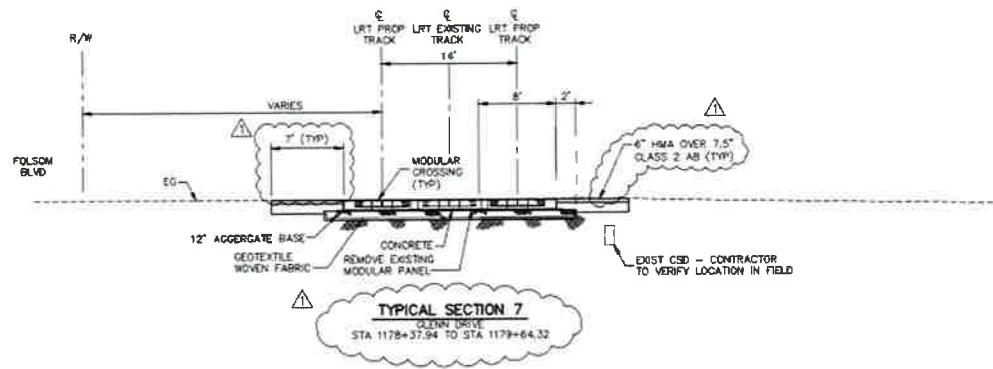
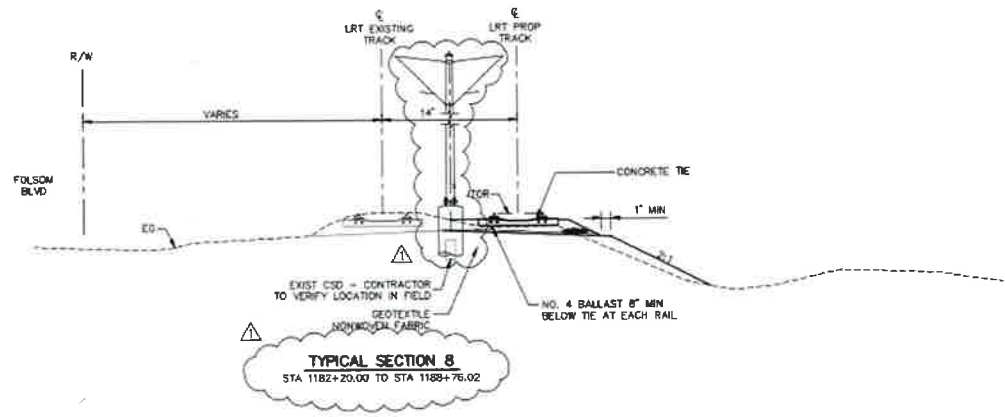
Tag #	Species	Extrapolated DSH	ASCA Health Ranking	Replacement Ratio	DSH Replacement Requirement
4880	Blue Oak	21	Good	1:1	21
4882	Interior live oak	7	Good	1:1	7
4885	Interior live oak	1	Good	1:1	1
4893	Interior live oak	1	Good	1:1	1
4894	Valley oak	2	Good	1:1	2
<b>Total DSH Replacement Requirement</b>					<b>32</b>

Under the City's tree ordinance, mitigation may take the form of on-site planting, payment of in-lieu fees, or preservation of existing protected trees measuring one-inch DSH or greater.

SacRT is electing to mitigate for the removal of 32 DSH inches by paying the in-lieu fee. Current in-lieu fees are \$250/inch. In-lieu fee payment is estimated to be \$8,000.

# **ATTACHMENT 4**

## **LIGHT RAIL MODERNIZATION IMPROVEMENT PLAN EXCERPT**



- NOTES:**
1. FOR UNDERDRAIN AND DITCH DESIGN SEE DRAINAGE PLANS.
  2. FOR OCS DESIGN SEE OCS PLANS.

REVISIONS		
NO.	DATE	DESCRIPTION
1		
2	12/24/21	ADD/DELTA #1
3	12/31/21	ISSUED FOR BD

SCALE: VERTICAL: 1"=4'  
HORIZONTAL: 1"=40'  
ORIGINAL SCALE IN INCHES FOR REDUCED PLAN

PROJECT ENGINEER: A. SHIELDS  
DESIGNED BY: A. SHIELDS  
DRAWN BY: A. SHIELDS  
CHECKED BY: A. MOORE



DATE: 12/13/21  
DATE: 12/13/21  
DATE: 12/13/21

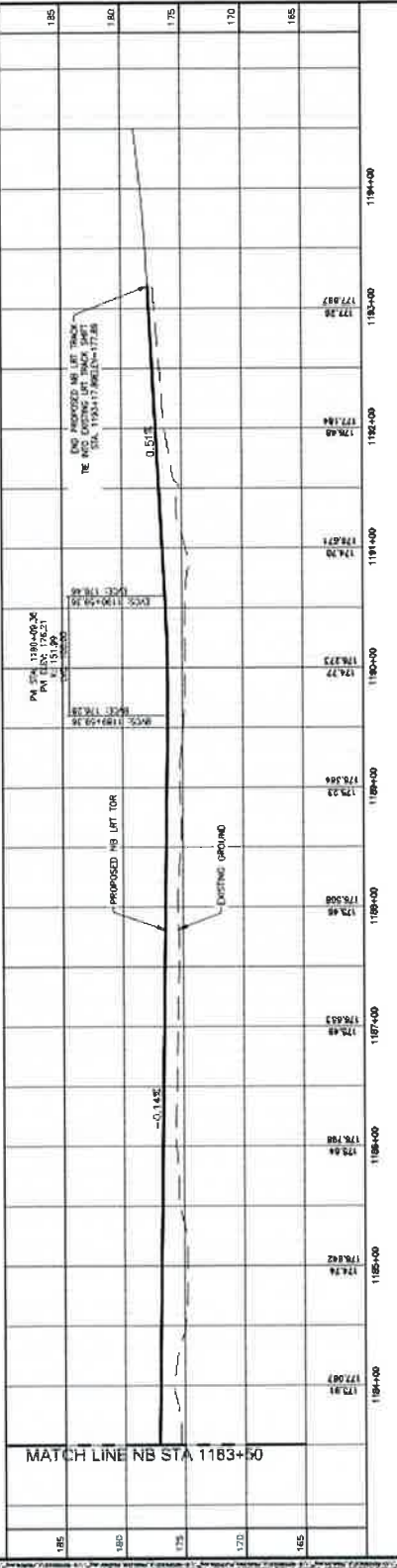
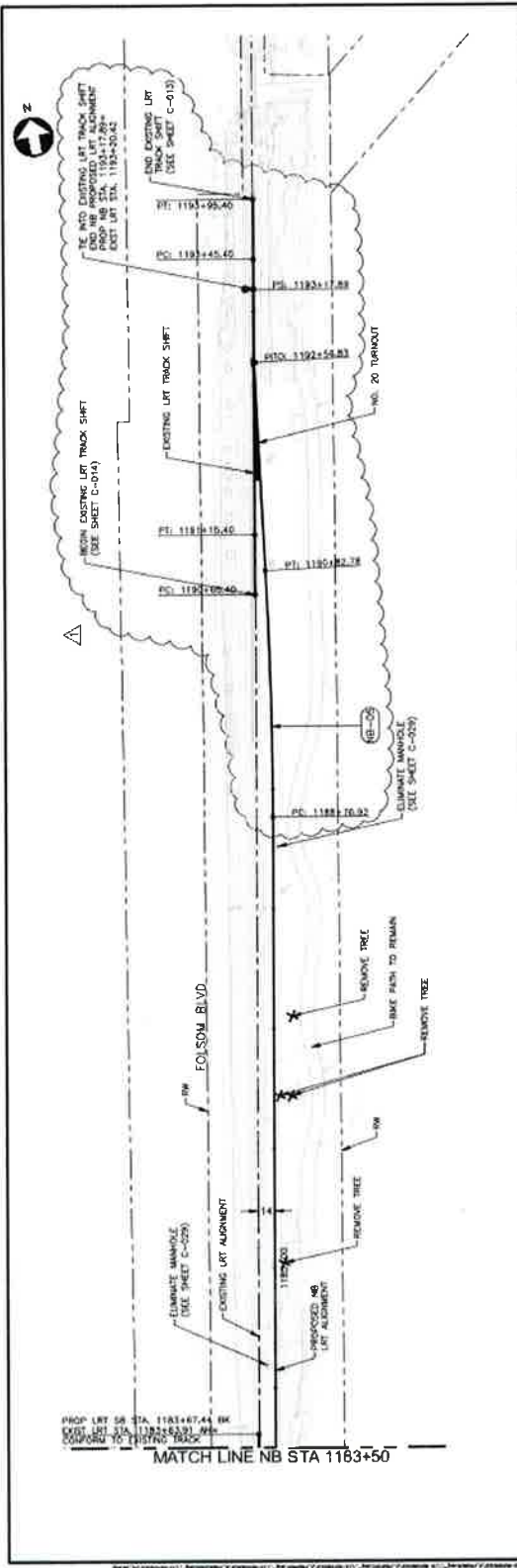


DR: R359  
FILE: C-206.dwg  
SUBMITTAL:

**LIGHT RAIL MODERNIZATION 15-MINUTE SERVICE TO FOLSOM**

TYPICAL SECTIONS  
SHEET 4 OF 4

C-000  
SHEET 10 OF 273



NO.	DATE	REVISIONS
1	8/27/21	ISSUED FOR BID
2		
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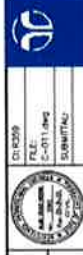
  

SCALE: VERTICAL: 1"=40'	DATE: 8/27/21
HORIZONTAL: 1"=40'	PROJECT ENGINEER: A. SHELTON
ORIGINAL SCALE IN INCHES FOR REDUCED PLAN	DESIGNED BY: A. SHELTON
	DRAWN BY: A. SHELTON
	CHECKED BY: A. SHELTON

DR: 8059	DATE: 8/27/21
FILE: C-011.dwg	PROJECT: LIGHT RAIL MODERNIZATION 15-MINUTE SERVICE TO FOLSOM
SUBMITTAL:	SHEET: 2/3
	273

PROJECT: LIGHT RAIL MODERNIZATION 15-MINUTE SERVICE TO FOLSOM  
 SHEET: 2/3  
 273



PROJECT ENGINEER: A. SHELTON  
 DESIGNED BY: A. SHELTON  
 DRAWN BY: A. SHELTON  
 CHECKED BY: A. SHELTON

SCALE: VERTICAL: 1"=40'  
 HORIZONTAL: 1"=40'  
 ORIGINAL SCALE IN INCHES FOR REDUCED PLAN

DATE: 8/27/21  
 PROJECT: LIGHT RAIL MODERNIZATION 15-MINUTE SERVICE TO FOLSOM  
 SHEET: 2/3  
 273



## **ATTACHMENT 5**

**RESOLUTION NO. 5911 – A RESOLUTION ESTABLISHING  
LANDMARK TREE DESIGNATION AT THE JPQ RIGHT-OF-WAY  
ON FOLSOM BOULEVARD BETWEEN BIDWELL STREET AND  
BLUE RAVINE ROAD**

**RESOLUTION NO. 5911**

**A RESOLUTION ESTABLISHING LANDMARK TREE DESIGNATION AT THE JPA RIGHT-OF-WAY ON FOLSOM BOULEVARD BETWEEN BIDWELL STREET AND BLUE RAVINE ROAD**

**WHEREAS**, the City of Folsom's Tree Preservation Ordinance, Chapter 12.16 of the Folsom Municipal Code, establishes basic standards, measures and compliance to the preservation and protection of trees for the use and enjoyment of present and future generations; and

**WHEREAS**, the City of Folsom's Tree Preservation Ordinance, Section 12.16.090 of the Folsom Municipal Code, provides a means to designate Landmark Trees by Resolution of the City Council based upon one or more of the following attributes: 1) historical value; 2) excellent health rating; 3) outstanding habitat value; 4) unusual species; or 5) superior beauty; and

**WHEREAS**, the Planning, Inspections and Permitting Department has recommended that the City Council find that the grove of trees within the JPA right-of-way on Folsom Boulevard between Bidwell Street and Blue Ravine Road, based on the historical and habitat value along the Folsom Boulevard scenic corridor, be designated as Landmark Trees; and

**WHEREAS**, the Planning, Inspections and Permitting Department has recommended that the City Council find that an annual arborist evaluation of all the trees within the JPA right-of-way on Folsom Boulevard between Bidwell Street and Blue Ravine Road is not practical, and that staff determine when an arborist evaluation is warranted to monitor overall stand health; and

**WHEREAS**, notice has been given at the time and in the manner required by State Law and City Code; and

**WHEREAS**, this project is exempt from environmental review pursuant to Section 15307 of the California Environmental Quality Act (CEQA).

**NOW, THEREFORE, BE IT RESOLVED** by the Folsom City Council adopts this Resolution for the establishment of Landmark Trees located at the JPA right-of-way on Folsom Boulevard between Bidwell Street and Blue Ravine Road.

**APPROVED AND ADOPTED** this 9th day of March, 1999, by the following call vote:

**AYES:** Councilmembers: Aceituno, Dow, Drew, Howell, Miklos

**NOES:** Councilmembers: None

**ABSTAIN:** Councilmembers: None

**ABSENT:** Councilmembers: None

  
\_\_\_\_\_  
Mayor

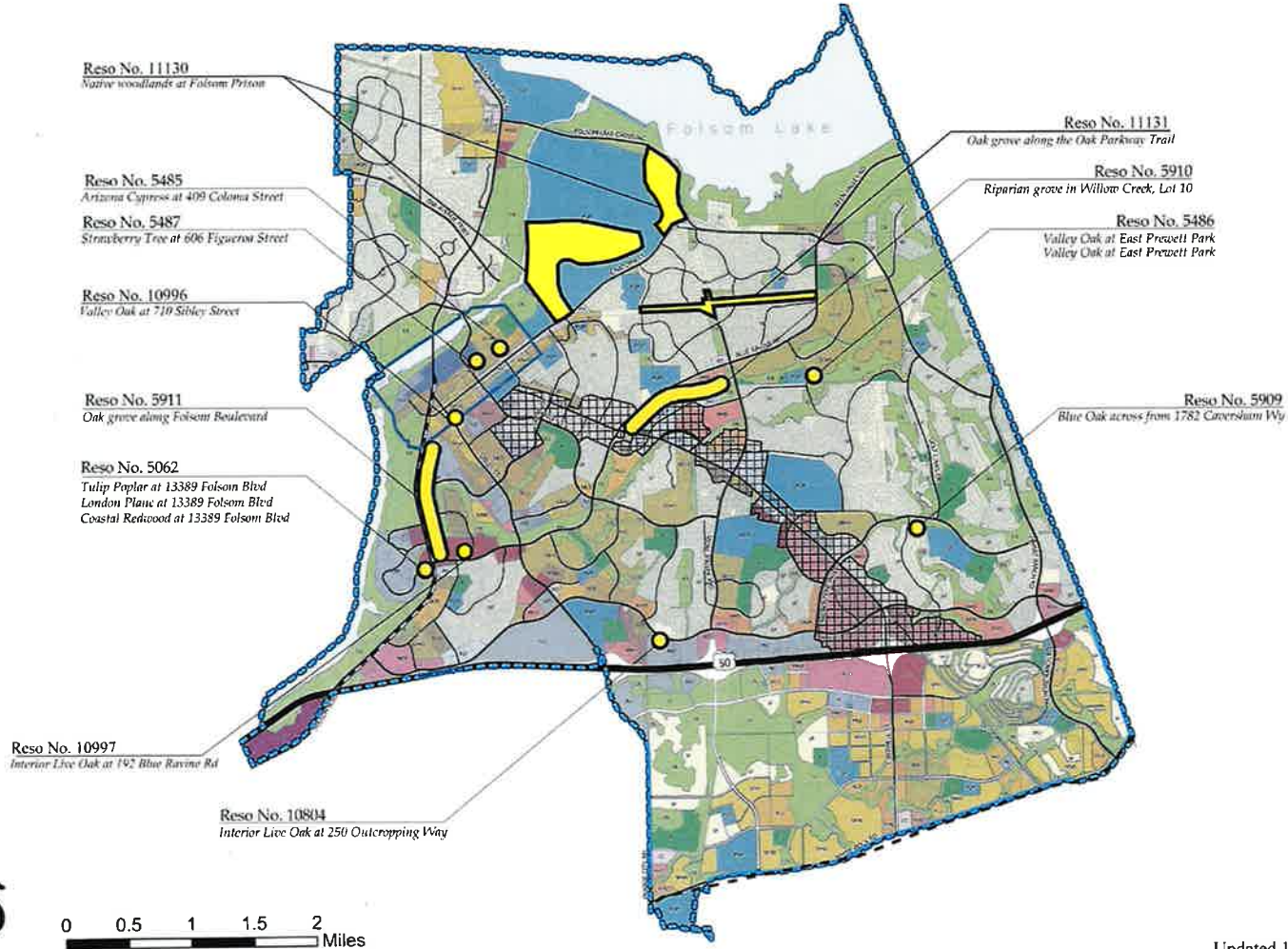
**ATTEST:**

  
\_\_\_\_\_  
City Clerk

# **ATTACHMENT 6**

## **CURRENT LANDMARK TREE MAP**

# Folsom Landmark Tree Map



Updated 1/18/2024