

Folsom City Council Staff Report

MEETING DATE:	7/9/2024
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11218 – 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
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Adopt Resolution No. 11218- 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, the 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 January 23, 2024, City Council adopted 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* to allow for construction of a passing track, an additional loading platform at the Glenn station, and the adaptation of the 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.

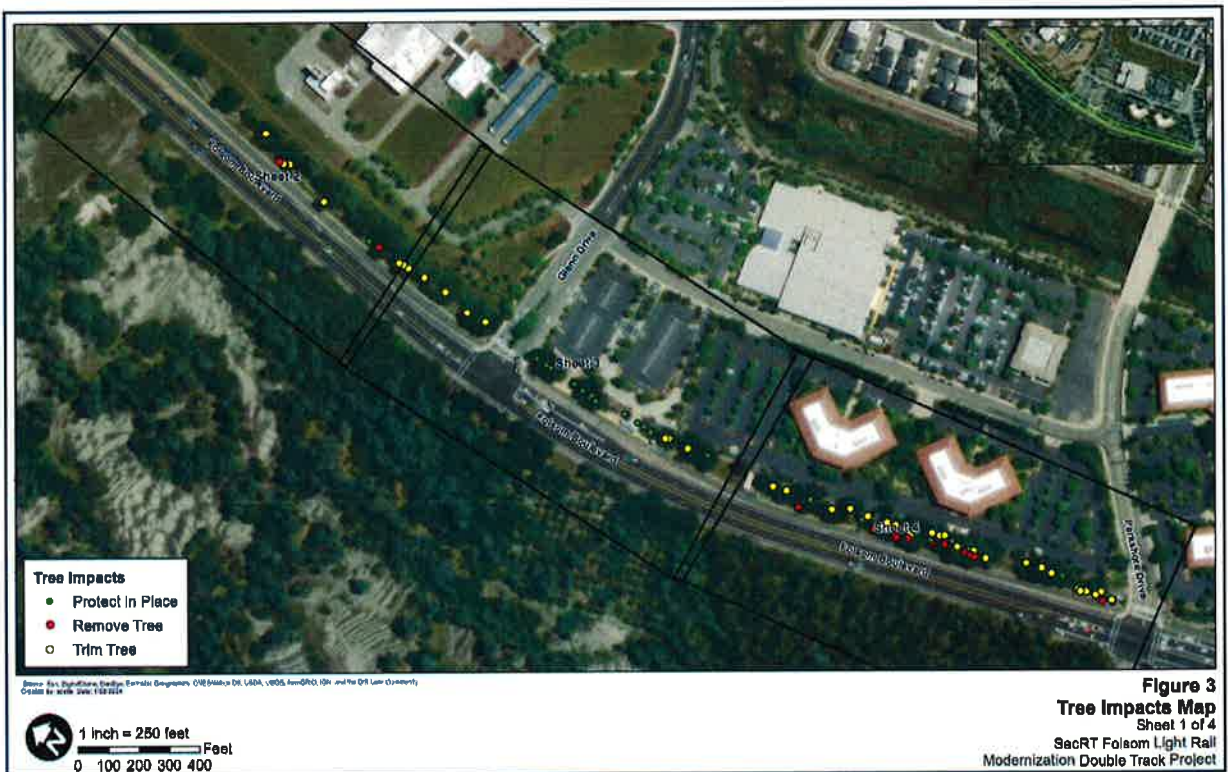
Unfortunately, as the light rail improvements progressed, Sacramento Regional Transit (SacRT) discovered additional tree removals needed to occur as a result of their project. Consequently, a second application to declassify thirteen more Landmark Trees within the Folsom Blvd JPA Grove was submitted to the Community Development Department to bring forward for Council consideration. On February 13, 2024, City Council adopted Resolution No. 11164 – *A Resolution to Declassify Thirteen 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.

The initial Landmark Tree declassification application submitted by SacRT (and subsequent adopted resolution) identified five trees requiring removal. However, because SacRT did not have the trees within the Folsom Blvd JPA Grove surveyed and mapped in conformance with requirements set forth in Folsom Municipal Code 12.16.140 as part of their project design, additional tree impacts continue to emerge as their project progresses.

A third application to declassify trees within the Landmark Grove has now been submitted to the Community Development Department. This application identifies four additional native oak trees that will require removal and eight others that will need to be pruned to accommodate the lightrail overhead powerlines, which were not accurately accounted for in previous reports.

A June 24, 2024 update to SacRT's current application also identifies a fifth tree (tag #4879) for removal due to the recent redesign of a segment of slope adjacent to the track, which requires the relocation of the existing bike path. Information of this redesign can be found within the RFI from Aldridge Electric, Inc for the Relocation of the Existing Bike Path, included herein as Attachment #6.



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 handful of California black walnut (*Juglans hindsii*). An updated survey of all the trees located in proximity to the project area can be found within the arborist report, included herein as Attachment 3. Of the Landmark Trees surveyed, 39 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.

During the ongoing construction, the project proponent has established 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 encompasses 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.

Twenty-three (23) trees total (including the trees listed in the current application) 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 for required clearances 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, five additional Landmark Trees will need to be removed. All 23 trees are delineated in Table 1 below with the five newest additions emphasized in bold text. Following the table is staff's assessment of applicability for each of the three findings in Section 12.16.170(D)(2) in consideration for declassification from Landmark status.

**Table 1
Oaks Proposed for Removal**

Tag #	Common Name	Botanical Name	Condition	DSH
4829	Interior live oak	<i>Quercus wislizeni</i>	good	20"
4830	Valley oak	<i>Quercus lobata</i>	good	11"
4831	Valley oak	<i>Quercus lobata</i>	Removed under Reso No. 11164	14"
4834	Interior live oak	<i>Quercus wislizeni</i>	Removed under Reso No. 11164	11"
4835A	Interior live oak	<i>Quercus wislizeni</i>	good	1"
4837	Black walnut	<i>Juglans hindsii</i>	Removed under Reso No. 11164	8"
4839	Interior live oak	<i>Quercus wislizeni</i>	Removed under Reso No. 11164	7"
4842	Valley oak	<i>Quercus lobata</i>	Removed under Reso No. 11164	5"
4845	Black walnut	<i>Juglans hindsii</i>	Removed under Reso No. 11164	4"
4878	Interior live oak	<i>Quercus wislizeni</i>	Removed under Reso No. 11164	16"
4879	Interior live oak	<i>Quercus wislizeni</i>	good	8"
4880	Blue oak	<i>Quercus douglasii</i>	Removed under Reso No. 11159	21"
4882	Interior live oak	<i>Quercus wislizeni</i>	Removed under Reso No. 11159	7"
4885	Interior live oak	<i>Quercus wislizeni</i>	Removed under Reso No. 11159	1"
4893	Interior live oak	<i>Quercus wislizeni</i>	Removed under Reso No. 11159	1"
4894	Valley oak	<i>Quercus lobata</i>	Removed under Reso No. 11159	2"
4939	Interior live oak	<i>Quercus wislizeni</i>	Removed under Reso No. 11164	5"
4940A	Valley oak	<i>Quercus lobata</i>	good	3"
4941	Interior live oak	<i>Quercus wislizeni</i>	Removed under Reso No. 11164	2"
4942	Interior live oak	<i>Quercus wislizeni</i>	Removed under Reso No. 11164	2"
4943	Black walnut	<i>Juglans hindsii</i>	Removed under Reso No. 11164	1"
4947	Valley oak	<i>Quercus lobata</i>	Removed under Reso No. 11164	1"
4948	Valley oak	<i>Quercus lobata</i>	Removed under Reso No. 11164	1"
TOTAL NEW				43"
TOTAL ALL				152"

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 trees 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 in North America. Additionally, the California black walnut tree furnishes a substantial food source for many small mammals and birds. 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 additional four 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 the trees enumerated above in Table 1.

CONCLUSION

The Urban Forester has confirmed the SacRT Light Rail Modernization endeavor cannot proceed congruently with retention of the Landmark Trees listed within this report as the project is currently designed. Thus, staff agree that a finding may 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 forwards for City Council consideration Resolution No. 11218 – *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 mitigate for the five subject trees in conformance with Folsom Municipal Code 12.16.150. If payment of in-lieu fees is the chosen mitigation option, the estimated fee total would be \$10,750.

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 is currently exploring potential mitigation strategies involving the planting of replacement trees elsewhere in the city. As detailed under Folsom Municipal Code 12.16.150(A)(1)(a), the mitigation planting equivalent for this third round of tree removals by SacRT will be either 43 oak trees from a 15-gallon container, or 21 oak trees from a 24" box container and a single oak from a 15-gallon container. Staff will work with SacRT on a reasonable timeline for developing their mitigation plan and vetting potential planting locations. If SacRT is unable to produce a viable mitigation planting plan, they will mitigate 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

ATTACHMENTS

1. Resolution No. 11218 - 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. Original SacRT Letter of Justification
3. Arborist Report Addendum (Dated May 2024)
4. Arborist Report
5. Light Rail Modernization Improvement Plan Excerpt
6. RFI from Aldridge Electric, Inc for the Relocation of the Existing Bike Path
7. 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

8. 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
9. Resolution No. 11164 - A Resolution to Declassify Thirteen 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
10. Current Map of Landmark Trees

Submitted,



PAM JOHNS
Community Development Director

ATTACHMENT 1

**RESOLUTION NO. 11218 - 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. 11218

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 trees 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 confirmed that the trees affixed with tag numbers 4829, 4830, 4835A, 4879 and 4940A 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 Trees affixed with tag numbers 4829, 4830, 4835A, 4879 and 4940A 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 trees affixed with tag numbers 4829, 4830, 4835A, 4879 and 4940A, the SacRT Light Rail Modernization 15 Minutes to Folsom project proponent will obtain a tree removal permit and mitigate the subject trees 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 4829, 4830, 4835A, 4879 and 4940A 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 9th day of July 2024, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A
Site Map and Tree Removal Table

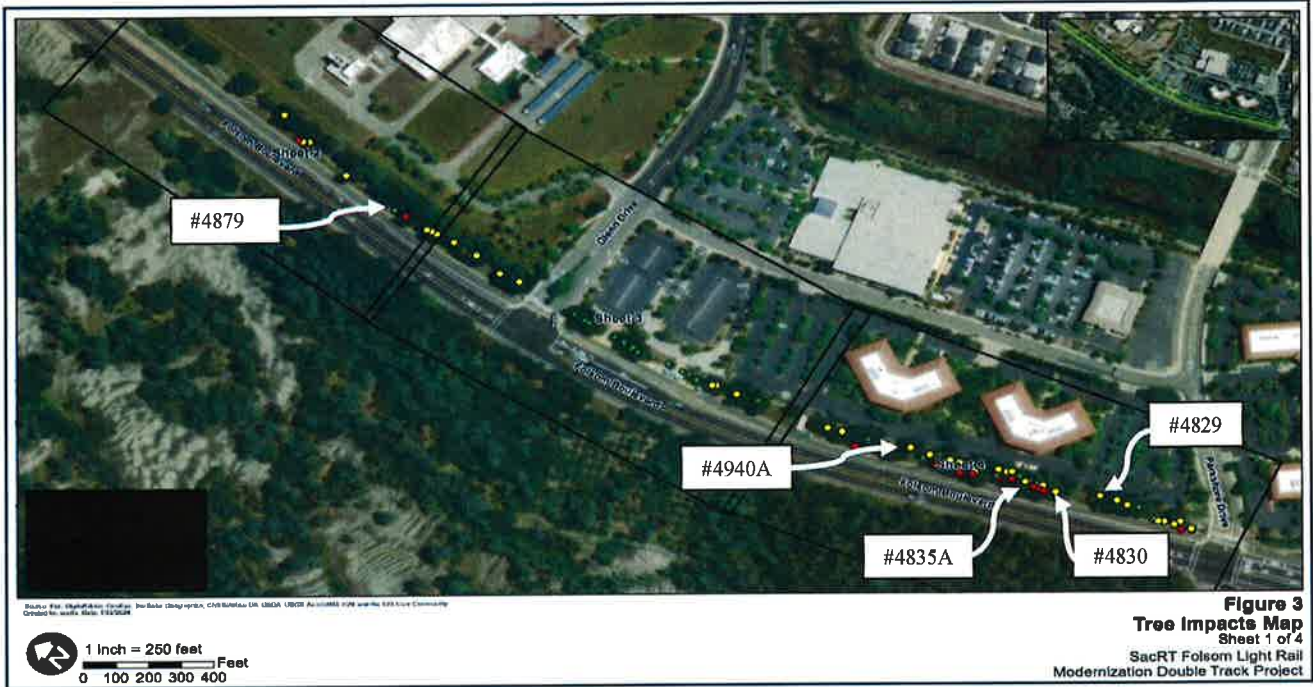


Figure 3
Tree Impacts Map
Sheet 1 of 4
SacRT Folsom Light Rail
Modernization Double Track Project

Excerpt from the arborist report prepared by Dokken Engineering illustrating the locations of the thirteen trees proposed for declassification.

Trees Proposed for Declassification				
Tag #	Common Name	Botanical Name	Condition	DSH
4829	Interior live oak	<i>Quercus wislizeni</i>	good	20"
4830	Valley oak	<i>Quercus lobata</i>	good	11"
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4948	Valley oak	<i>Quercus lobata</i>	Removed under Reso No. 11164	1"
TOTAL NEW				43"
TOTAL ALL				152"

ATTACHMENT 2

ORIGINAL SACRT 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

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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

2811 O Street, Sacramento, CA 95816

ATTACHMENT 3

ARBORIST REPORT ADDENDUM DATED MAY 2024

Arborist Report
SacRT Folsom Light Rail Modernization Double Track
Project (v4) – Addendum 1



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

May 2024

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Chapter 1. Introduction

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 Station between Glenn Drive and Parkshore Drive within the City of Folsom. An arborist survey was completed in the fall of 2023 to inventory the trees within the project footprint. An Arborist Report was prepared in January 2024 to quantify tree impacts and SacRT subsequently obtained the necessary tree permits and landmark tree declassifications to complete the tree work as described in the arborist report.

Tree trimming and removals described in the Arborist Report were completed on May 21, 2024; however, additional tree work is required to meet minimum clearance requirements for the light rail overhead powerlines. The purpose of this addendum is to document the additional trees that will either need to be trimmed for the first time, trimmed again, or removed to meet the minimum clearance requirements.

1.1. Survey Methodology

After tree trimming and removals were completed in accordance with the Arborist Report on May 21, 2024, the project area was inspected by International Society of Arboriculture (ISA) certified arborist Scott Salembier (WE-12418A) and Katelynn Mosier, the Project Manager for the contractor completing the double track project on May 22, 2024.

Using field survey stakes and project plan sheets, it was determined which of the remaining trees would still conflict with the new overhead lines and need additional trimming. The percentage of the canopy that must still be removed was visually estimated. If the required trimming would remove too much of the canopy, disfigure the tree, or otherwise significantly damage the tree, it was recommended for removal.

Chapter 2. Additional Tree Impacts

A total of 13 trees must still be either trimmed, trimmed again, or removed. These trees are summarized in Table 1 below and impacts are discussed in greater detail in the following section.

Table 1. Additional Tree Impacts Summary Table

Tag #	Species	Combined DSH	Extrapolated DSH	Health Rank	Heritage Status	Previous Impact	Additional Impact
4829	Interior live oak	24	20	Good		Trim	Remove
4830	Valley oak	11	11	Good		Trim	Remove
4835A	Interior live oak	1	1	Good		None	Remove
4836	Valley oak	31	31	Good	Yes	Trim	2 nd Trim
4841	Interior live oak	28	28	Good		None	Trim
4849	Interior live oak	61	35	Good	Yes	Trim	2 nd Trim
4850	Interior live oak	121	47	Good	Yes	None	Trim
4872A	Crepe Myrtle	5	5	Good		None	Remove
4873	Interior live oak	37	37	Good	Yes	Trim	2 nd Trim
4876	Interior live oak	23	23	Good		Trim	2 nd Trim
4881	Interior live oak	19	10	Good		Trim	2 nd Trim
4888	Interior live oak	38	38	Good	Yes	Trim	2 nd Trim
4940A	Valley oak	3	3	Good		None	Remove

2.1. Description & Justification for Additional Tree Work

2.1.1. Tree 4829, 24-inch Interior Live Oak (Removal)

Lower branches of this tree were previously trimmed as described in the arborist report; however, In order to meet the increased vertical clearance for the light rail overhead power lines, approximately 50% of the remaining canopy would need be removed including one of the tree's main leaders. Trimming to this level would have a similar effect as topping and would leave a disfigured tree more prone to erratic growth and premature failure. In addition, the remaining canopy would closely overhang the new high-voltage lines and pose a potential fire and public safety risk. It is therefore recommended for removal.

2.1.2. Tree 4830, 11-inch Valley Oak (Removal)

Lower branches of this tree were previously trimmed as described in the arborist report. The entire tree canopy is leaning out over the planned power lines and in order to meet the increased vertical clearance for the light rail overhead power lines, more than 80% of the canopy would need to be removed including all of the main leaders. This would effectively top the tree and leave a disfigured trunk with almost no canopy to support it. The tree is therefore recommended for removal.

2.1.3. Tree 4835A, 1-inch Interior Live Oak (Removal)

This small tree was not picked up during the previous arborist surveys and was only noticed after surrounding underbrush was cleared out. The tree is within the footprint of compacted fill for the new track and must be removed.

2.1.4. Tree 4836, 31-inch Valley Oak (2nd Round of Trimming)

Low hanging branches of this tree were previously trimmed as described in the Arborist Report. Two additional branches making up about 10 percent of the remaining canopy must now be removed to meet the increased clearance requirements.

2.1.5. Tree 4841, 28-inch Interior Live Oak (1st Round of Trimming)

This tree has not been pruned; however, with the increased vertical clearance minor trimming of outer branches will be necessary to keep the branches out of the power lines. Heading cuts may be necessary to slow the rate of future growth towards the lines. Less than 5 percent of the canopy will need to be removed.

2.1.6. Tree 4849, 61-inch Interior Live Oak (2nd Round of Trimming)

Low hanging branches of this tree were previously trimmed as described in the Arborist Report. Two additional limbs must either be removed or reduced with heading cuts to maintain clearance from the power lines. Less than 5% of the remaining canopy must be removed.

2.1.7. Tree 4850, 121-inch Interior Live Oak (1st Round of Trimming)

The tree was not trimmed during previous tree work. Reducing cuts are required on two outer branches to maintain clearance from the power lines. Less than 5% of the canopy must be removed.

2.1.8. Tree 4872A, 5-inch Crepe Myrtle (Removal)

This tree is not part of the Landmark Grove along Folsom Boulevard but is a protected street tree in the center median of Glenn Road. Relocated crossing guards on Glenn Road require the removal of the tree.

2.1.9. Tree 4873, 37-inch Interior Live Oak (2nd Round of Trimming)

Low hanging branches of this tree were previously trimmed as described in the Arborist Report. Minor/incidental additional trimming is needed for clearance from the power lines. Less than 5% of the canopy must be removed.

2.1.10. Tree 4876, 23-inch Interior Live Oak (2nd Round of Trimming)

Low hanging branches of this tree were previously trimmed as described in the Arborist Report. With the increased vertical clearance requirement, more of the canopy is now in conflict with the power lines and approximately 30% of the remaining canopy would need to be removed which exceeds ANSI standards. The tree is in good health and while removing this much of the canopy is not ideal, the main leaders will not be removed and the tree has a good chance of recovering.

2.1.11. Tree 4881, 19-inch Interior Live Oak (2nd Round of Trimming)

Low hanging branches of this tree were previously trimmed as described in the Arborist Report. One additional reduction cut must be made on a large branch to maintain clearance to the power lines. This will remove approximately 10% of the remaining canopy.

2.1.12. Tree 4888, 38-inch Interior Live Oak (2nd Round of Trimming)

Low hanging branches of this tree were previously trimmed as described in the Arborist Report. Additional trimming is required to maintain clearance between the tree and power lines. This would remove approximately 5% of the remaining canopy.

2.1.13. Tree 4940A, 3-inch Valley Oak (Removal)

This small tree was not picked up during the previous arborist surveys and was only noticed after surrounding underbrush was cleared out. The tree is within the footprint of compacted fill for the new track and must be removed.

2.2. Tree Declassification & Mitigation

Five additional trees need to be removed to complete the project. These trees are either rooted within the grading limits of the project or so much of the tree canopy would need to be trimmed that the tree is unlikely to survive or thrive after construction. Four of these trees are part of the Designated Landmark Grove and must first be declassified before they can be removed. The 5th tree is not part of the Landmark Grove and does not need to be declassified but does need to be permitted and mitigated as a City Street Tree.

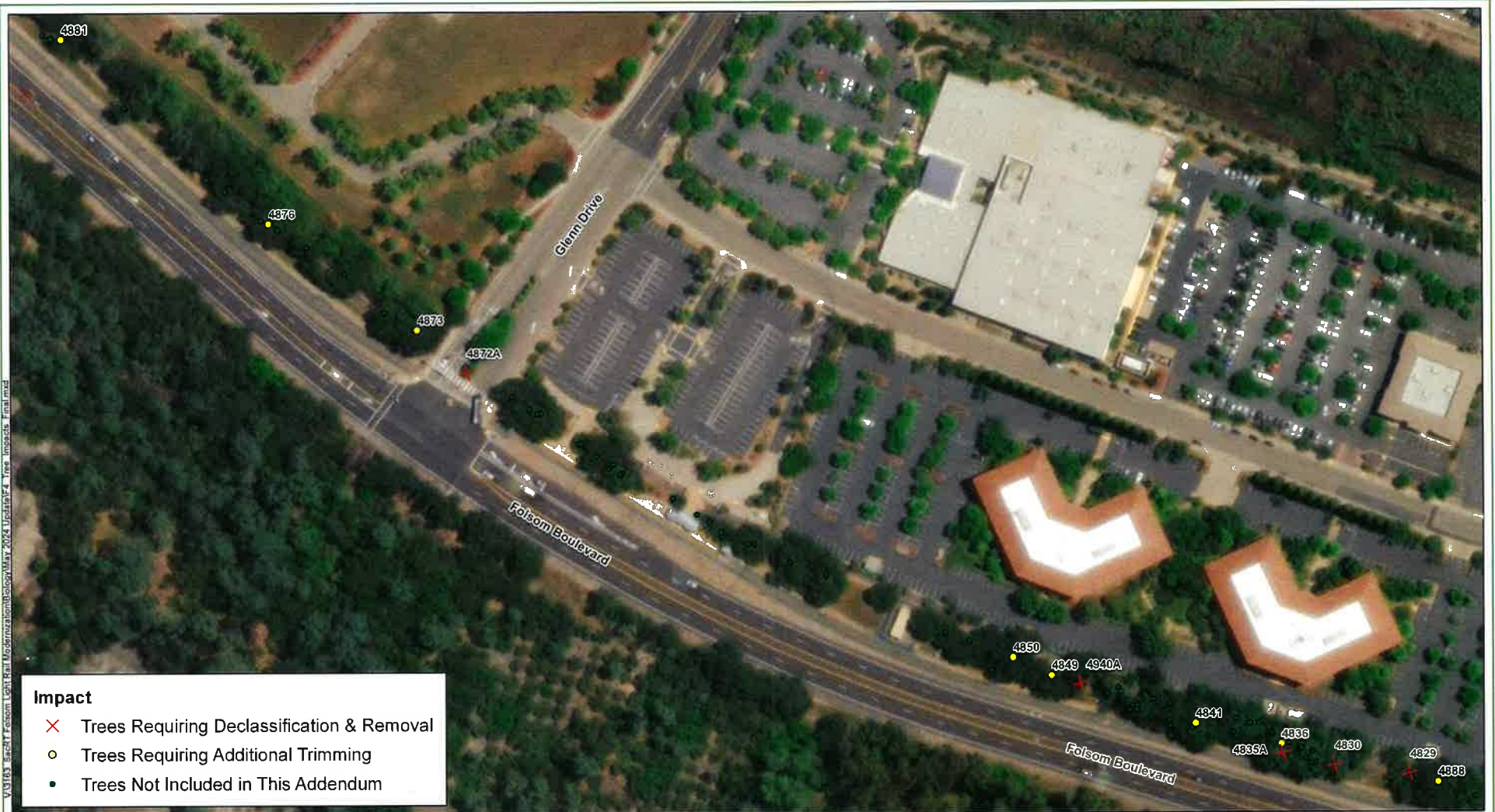
Compensatory mitigation for the 5 additional trees that must be removed will be required on an inch per inch basis before construction may proceed. Per the City ordinance, the extrapolated DSH is used to determine the mitigation needed for each tree. Table 6 below lists the trees that must be removed and the DSH replacement mitigation requirement.

Table 2. Mitigation Requirement

Tag #	Species	Extrapolated DSH	Health Rank	Replacement Ratio	DSH Replacement Requirement
4829	Interior live oak	20	Good	1:1	20
4830	Valley oak	11	Good	1:1	11
4835A	Interior live oak	1	Good	1:1	1
4872A	Crepe Myrtle	5	Good	1:1	5
4940A	Valley oak	3	Good	1:1	3

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 40 additional DSH inches by paying the in-lieu fee. Current in-lieu fees are \$250/inch. In-lieu fee payment is estimated to be \$10,000.



- Impact**
- ✗ Trees Requiring Declassification & Removal
 - Trees Requiring Additional Trimming
 - Trees Not Included in This Addendum

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 Created by: scotts, Date: 5/23/2024

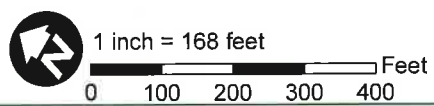


Figure 1
Additional Tree Impacts Map
 SacRT Folsom Light Rail
 Modernization Double Track Project

ATTACHMENT 4

ARBORIST REPORT

Arborist Report

SacRT Folsom Light Rail Modernization Double Track Project (v4)



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

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.

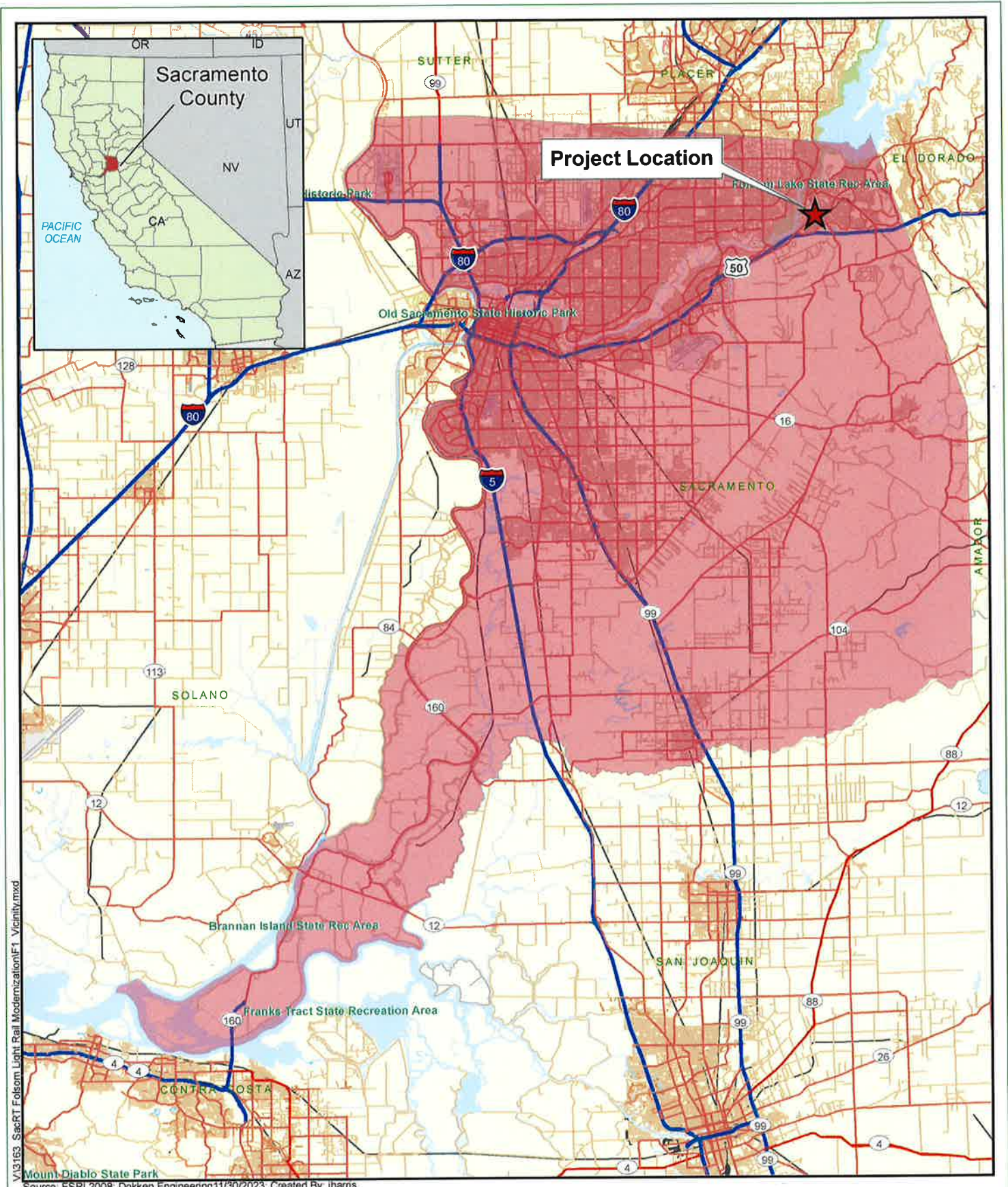
Mitigation may take the form of on-site planting, payment of in-lieu fees, or preservation of existing protected trees measuring one-inch DSH or greater. A combination of on-site replacement planting and payment of in-lieu fees may be used where the number of replacement trees cannot be accommodated 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

Rating	Rating No.	Rating Description
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

Replacement Tree Size	DSH Equivalency
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



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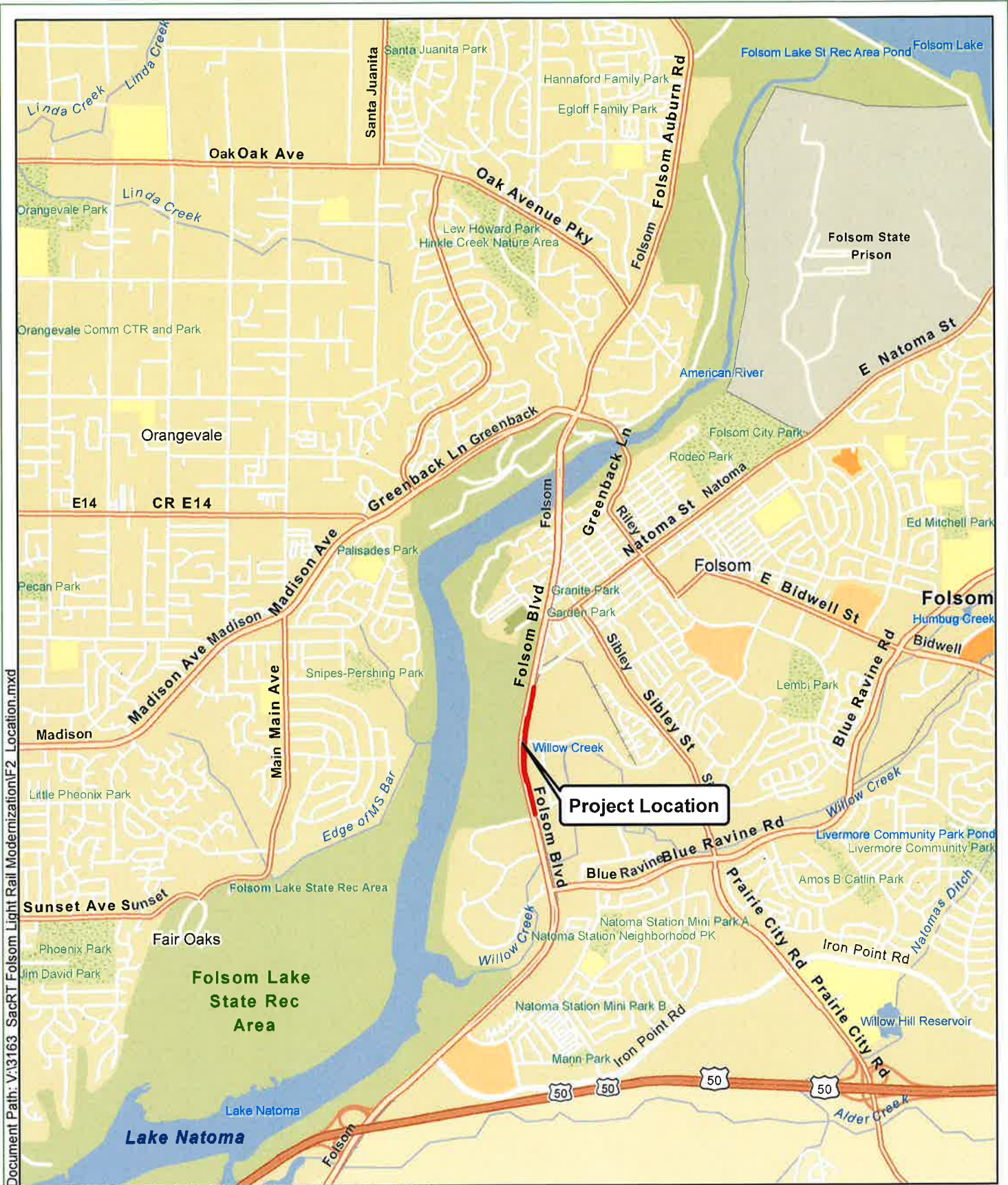
Source: ESRI 2008, Dokken Engineering 11/30/2023; Created By: jharris



0 5 10 15 Miles

FIGURE 1
Project Vicinity

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



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

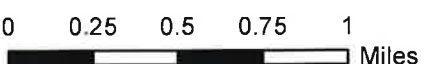


FIGURE 2
Project Location

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

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 and January 19, 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		
5	Excellent	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.
4	Good	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.
3	Fair	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.
2	Poor	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.
1	Hazardous	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 85 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	Extrapolated DSH	Health Rank	Heritage Status
4824	Interior live oak	47	34	Good	
4823	Valley oak	4	4	Good	
4825	Valley oak	4	4	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	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	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	
4842	Valley oak	5	5	Good	
4843	Interior live oak	42	30	Good	
4844	Interior live oak	50	35	Good	Yes
4845	Black Walnut	4	4	Good	
4846	Interior live oak	5	5	Good	
4847	Interior live oak	27	19	Poor	
4848	Black Walnut	6	6	Good	
4849	Interior live oak	61	35	Good	Yes
4850	Interior live oak	121	47	Good	Yes
4851	Interior live oak	61	29	Good	Yes
4852	Interior live oak	124	48	Good	Yes
4853	Interior live oak	141	40	Poor	Yes
4854	Interior live oak	25	18	Good	
4855	Interior live oak	51	22	Good	Yes
4856	Interior live oak	44	17	Good	
4857	Interior live oak	25	15	Good	
4858	Interior live oak	13	13	Good	

Tag #	Species	Combined DSH	Extrapolated DSH	Health Rank	Heritage Status
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	
4864	Interior live oak	24	17	Good	
4865	Interior live oak	60	35	Good	Yes
4866	Interior live oak	11	7	Good	
4867	Interior live oak	20	10	Good	
4868	Interior live oak	59	30	Good	Yes
4869	Interior live oak	66	30	Good	Yes
4870	Interior live oak	44	22	Good	
4871	Interior live oak	35	25	Good	
4872	Interior live oak	45	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	10	Good	
4882	Interior live oak	20	12	Good	
4883	Interior live oak	11	11	Good	
4884	Interior live oak	78	40	Good	Yes
4885	Interior live oak	2	1	Good	
4886	Interior live oak	34	24	Good	
4887	Interior live oak	23	16	Good	
4888	Interior live oak	38	38	Good	Yes
4889	Interior live oak	5	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	2	Good	
4895	Interior live oak	3	3	Good	
4937	Interior live oak	4	3	Good	
4938	Interior live oak	27	19	Good	
4939	Interior live oak	9	5	Good	
4940	Interior live oak	44	33	Good	
4941	Interior live oak	2	2	Good	
4942	Interior live oak	2	2	Poor	
4943	Black Walnut	1	1	Good	
4944	Interior live oak	46	28	Good	

Tag #	Species	Combined DSH	Extrapolated DSH	Health Rank	Heritage Status
4945	Interior live oak	20	20	Good	
4946	Interior live oak	37	26	Good	
4947	Valley oak	1	1	Good	
4948	Valley oak	1	1	Good	

All trees found within the project area were in either good or fair health at the time of the survey except for three Interior Live Oaks (#4853, #4863 and #4992). The locations of all trees found within the project area are shown on Figure 3.

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 2 valley oak and 13 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 designation includes every tree in the survey: 6 Black Walnuts, 1 Blue Oak, 65 Interior Live Oaks, and 13 Valley Oaks (85 trees total).

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. On January 19, 2024 the City's Urban Forester and representatives from SacRT, the Contractor, and the Contractor supplied arborist walked the project alignment to review impacts to each tree. To aid in this effort, the Contractor's surveyor had marked the limits of trimming and ground disturbance. These are as follows:

- Trimming of all branches that overhang within 10 feet of the easternmost rail of the future tracks for the train envelope. If this action would remove most of a tree's canopy, the tree will need to be removed.
- Removal of all trees rooted within the limits of future fill slopes and drainage ditches.

Of the 85 trees found within the Project Area, 18 must be removed and 39 must be trimmed. All 57 affected trees are in conflict with either permanent project features or access requirements during construction. The location of trees that will be impacted by the 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.

3.2. Tree Trimming

As discussed above, 39 trees will need to be trimmed to complete the project to provide the legally required minimum clearances around the train envelope. During the January 19th site walk, the City Urban Forester reviewed each tree that will be trimmed and worked with the contractor tree company to determine which limbs were to be cut to preserve the natural form of the tree, minimize the amount of canopy lost to meet the project requirements. To the extent feasible, trimming will follow the City of Folsom Tree Care and Maintenance Standards with two notable exceptions. For trees 4844 and 4841, there is no way to preserve major limbs and non-standard stub cuts will be made. Trees that will be pruned are listed on the following table and included in Figure 3.

Table 5. Trees that will be Trimmed

Tag #	Species	Combined DBH	Extrapolated DBH	Health	Heritage Status
4824	Interior live oak	47	34	Good	
4826	Valley oak	7	7	Good	
4828	Interior live oak	15	15	Good	
4829	Interior live oak	24	20	Good	
4830	Valley oak	11	11	Good	
4832	Valley oak	13	13	Good	
4836	Valley oak	31	31	Good	Yes
4843	Interior live oak	42	30	Good	

Tag #	Species	Combined DBH	Extrapolated DBH	Health	Heritage Status
4846	Interior live oak	5	5	Good	
4847	Interior live oak	27	19	Poor	
4849	Interior live oak	61	35	Good	Yes
4851	Interior live oak	61	29	Good	Yes
4853	Interior live oak	141	40	Poor	Yes
4854	Interior live oak	25	18	Good	
4855	Interior live oak	51	22	Good	Yes
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	
4881	Interior live oak	19	10	Good	
4883	Interior live oak	11	11	Good	
4884	Interior live oak	78	40	Good	Yes
4886	Interior live oak	34	24	Good	
4887	Interior live oak	23	16	Good	
4888	Interior live oak	38	38	Good	Yes
4889	Interior live oak	5	4	Good	
4890	Interior live oak	1	1	Good	
4891	Interior live oak	1	1	Good	
4892	Interior live oak	1	1	Good	
4895	Interior live oak	3	3	Good	
4937	Interior live oak	4	3	Good	
4938	Interior live oak	27	19	Good	
4940	Interior live oak	44	33	Good	
4944	Interior live oak	46	28	Good	
4945	Interior live oak	20	20	Good	
4946	Interior live oak	37	26	Good	
4841	Interior live oak	28	28	Good	
4844	Interior live oak	50	35	Good	Yes

3.3. Tree Removal & Mitigation

A total of 18 trees need to be removed to complete the project. These trees are either rooted within the grading limits of the project or so much of the tree canopy would need to be trimmed that the tree is unlikely to survive or thrive after construction. During the January 19th sidewalk with the City Urban Forester, each of these trees was reviewed and found that they could not be saved. As part of a Designated Landmark Grove, each of these trees must first be declassified before it can be removed.

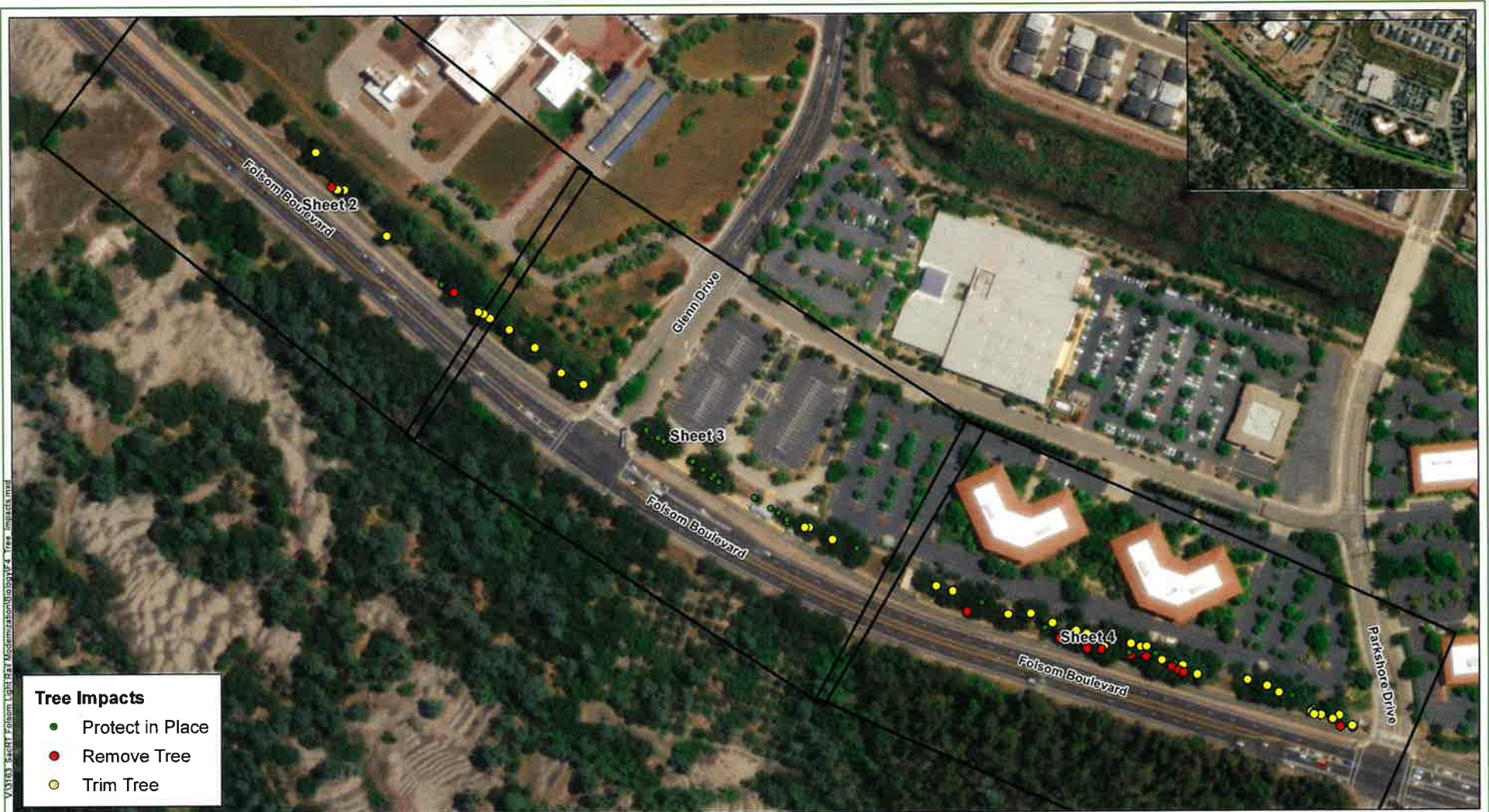
Compensatory mitigation for the 18 trees that must be removed will be required on an inch per inch basis before construction may proceed. Per the City ordinance, the extrapolated DSH is used to determine the mitigation needed for each tree. Table 6 below lists the trees that must be removed and the DSH replacement mitigation requirement.

Table 6. Mitigation Requirement

Tag #	Species	Extrapolated DSH	ASCA Health Ranking	Replacement Ratio	DSH Replacement Requirement
4831	Valley oak	14	Good	1:1	14
4834	Interior live oak	11	Good	1:1	11
4837	Black Walnut	8	Good	1:1	8
4839	Interior live oak	7	Good	1:1	7
4842	Valley oak	5	Good	1:1	5
4845	Black Walnut	4	Good	1:1	4
4878	Interior live oak	16	Good	1:1	16
4880	Blue Oak	21	Good	1:1	21
4882	Interior live oak	12	Good	1:1	12
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
4939	Interior live oak	5	Good	1:1	5
4941	Interior live oak	2	Good	1:1	2
4942	Interior live oak	2	Poor	1:1	2
4943	Black Walnut	1	Good	1:1	1
4947	Valley oak	1	Good	1:1	1
4948	Valley oak	1	Good	1:1	1
Total DSH Replacement Requirement					115

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 115 DSH inches by paying the in-lieu fee. Current in-lieu fees are \$250/inch. In-lieu fee payment is estimated to be \$28,750.



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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 Created by: scotts, Date: 1/22/2024

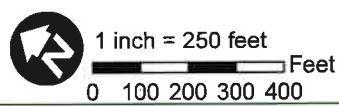
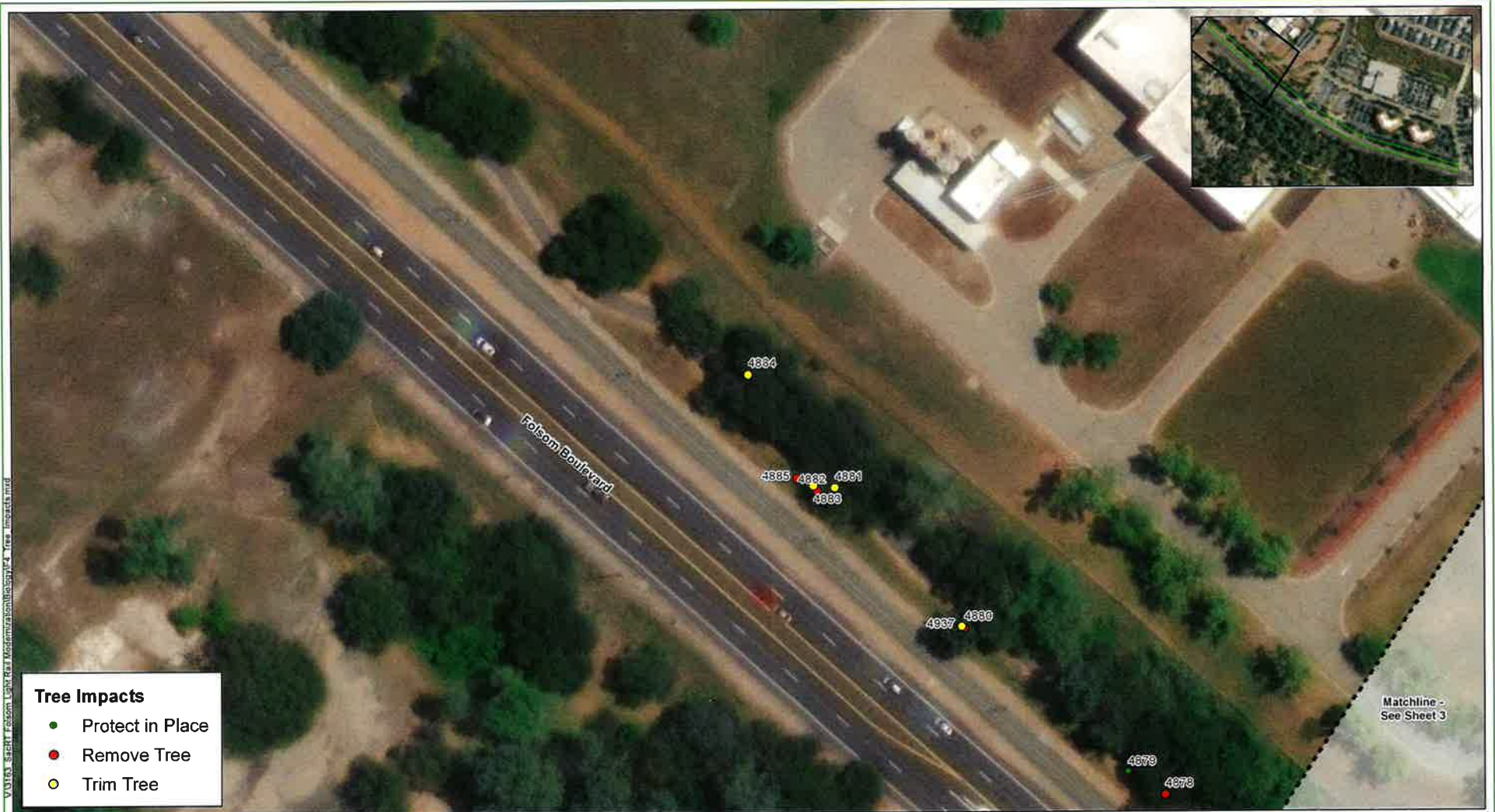


Figure 3
Tree Impacts Map
 Sheet 1 of 4
 SacRT Folsom Light Rail
 Modernization Double Track Project



SOURCE: ESRI, DIGITALGLOBE, GEOEYE, EARTHSTAR GEOGRAPHICS, CNES/AIRBUS DS, USDA, USGS, AEROGRIID, IGN, AND THE GIS USER COMMUNITY
 CREATED BY: SCOTTS, DATE: 1/22/2024

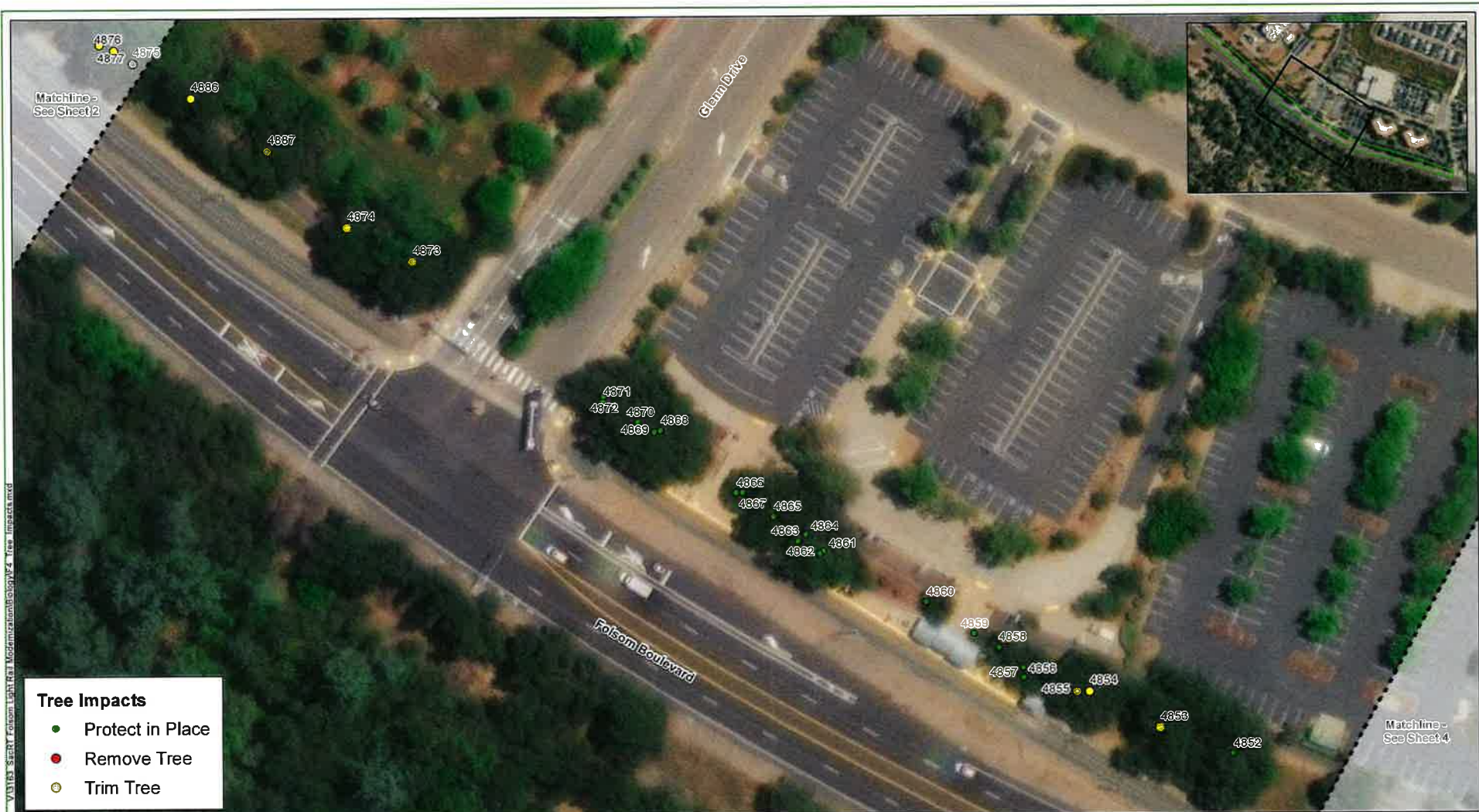
Tree Impacts

- Protect in Place
- Remove Tree
- Trim Tree

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 Created by: scotts, Date: 1/22/2024

1 inch = 83 feet

Figure 3
Tree Impacts Map
 Sheet 2 of 4
 SacRT Folsom Light Rail
 Modernization Double Track Project



- Tree Impacts**
- Protect in Place
 - Remove Tree
 - Trim Tree

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 Created by: scotts, Date: 1/22/2024

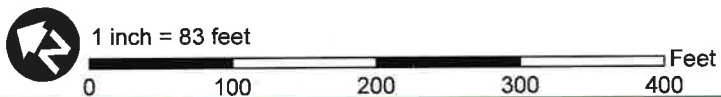


Figure 3
Tree Impacts Map
 Sheet 3 of 4
 SacRT Folsom Light Rail
 Modernization Double Track Project



V:\GIS\SRRT\Folsom Light Rail Modernization\GIS\Map_Sheet_4.mxd
 Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 Created by: scotts, Date: 1/22/2024

Tree Impacts

- Protect in Place
- Remove Tree
- Trim Tree

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 Created by: scotts, Date: 1/22/2024

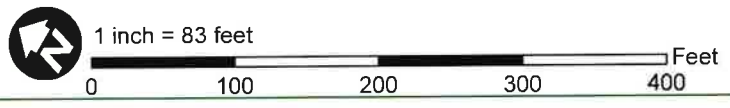


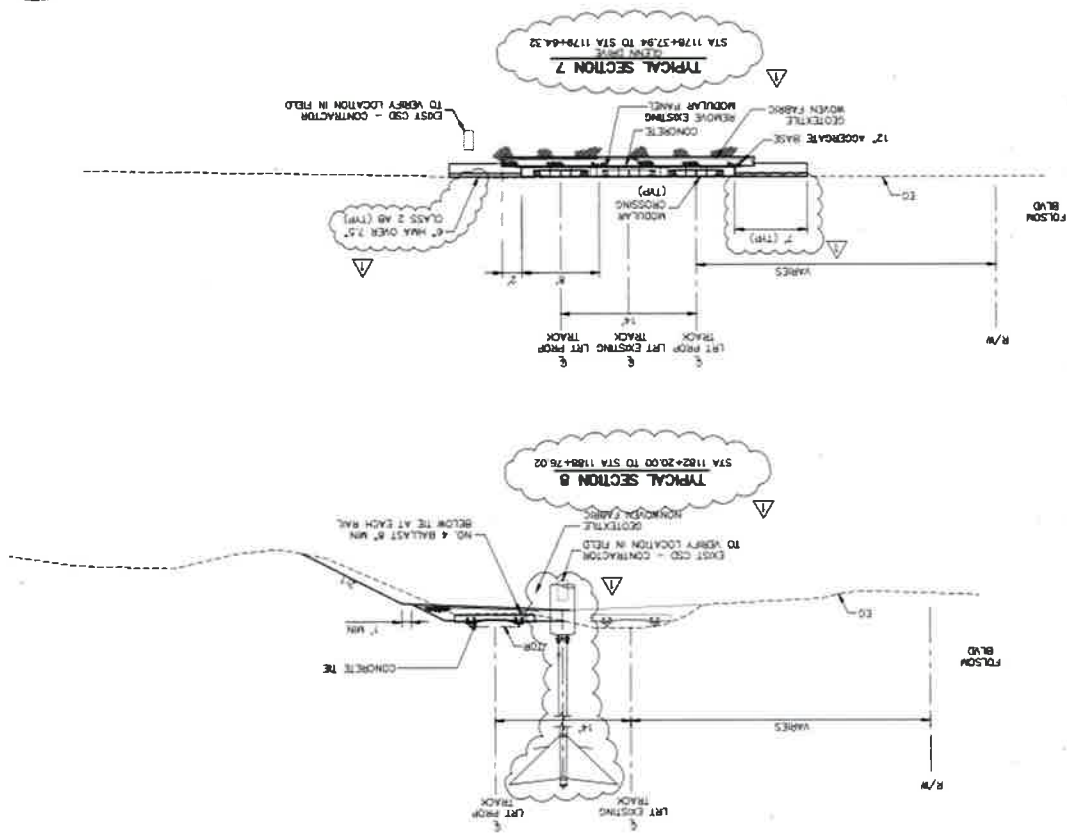
Figure 3
Tree Impacts Map
 Sheet 4 of 4
 SacRT Folsom Light Rail
 Modernization Double Track Project

ATTACHMENT 5

LIGHT RAIL MODERNIZATION IMPROVEMENT PLAN EXCERPT

SHEET 273 OF 19	TYPICAL SECTIONS SHEET 4 OF 4		PROJECT ENGINEER: A. SHEETS	DATE:
			DRAWN BY: A. SHEETS	CHECKED BY: A. SHEETS
LIGHT RAIL MODERNIZATION 15-MINUTE SERVICE TO FOLSOM			PROJECT NO.: 15-000000-01 DRAWING NO.: 15-000000-01-001 SCALE: AS SHOWN DATE: 11/11/11	

NOTES:
 1. FOR UNDERPAVING AND DITCH DESIGN SEE DRAINAGE PLANS.
 2. FOR OCS DESIGN SEE OCS PLANS.



ATTACHMENT 6

**RFI FROM ALDRIDGE ELECTRIC, INC FOR THE RELOCATION
OF THE EXISTING BIKE PATH**



Aldridge Electric, Inc
844 East Rockland Road
Libertyville, Illinois 60048
P: +18476805200

Project: 300927 SacRT-Service to Folsom
Glenn Drive & Folsom Blvd
Folsom, California 95630

RFI #0393: Bike path encroachment

Status Open

To Katelynn Mosier (Aldridge Electric) **From** Katelynn Mosier (Aldridge Electric)
844 East Rockland Road
Libertyville, Illinois 60048

Date Initiated Jun 5, 2024 **Due Date** Jun 8, 2024

Location **Project Stage**

Cost Impact **Schedule Impact**

Spec Section **Cost Code**

Drawing Number **Reference**

Linked Drawings

Received From

Copies To Christopher Madden (Aldridge Electric), Thomas Moore (Aldridge Electric), Katelynn Mosier (Aldridge Electric), Ricardo Rodriguez (Aldridge Electric)

Activity

Question

Question from Katelynn Mosier Aldridge Electric on Wednesday, Jun 5, 2024 at 09:39 AM PDT

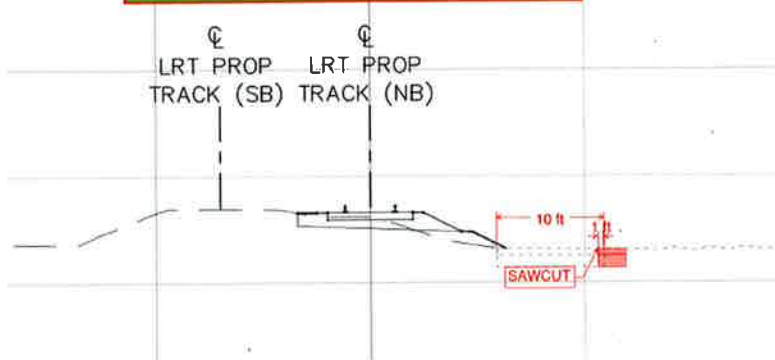
Please note that the track shift east between 1183 and 1184 will impact the bike path due to the required slope, as illustrated on the attached drawing (DU-102) with embedded photos. AE needs an engineered review and redesign of this segment of the slope or relocation of the bike path. Please provide AE with updated engineered drawings reflecting the changes.

Attachments

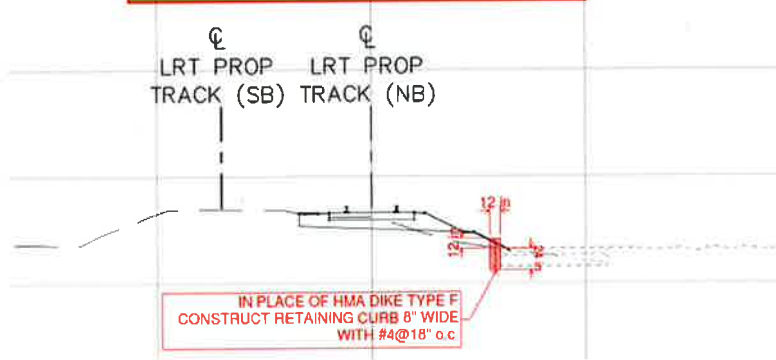
[BikePathShiftPic.pdf, DU-102 Bike Path Shift between 1183 and 1184.pdf](#)

Awaiting an Official Response

OPTION 1
 WIDEN BIKE PATH TO THE EAST BY 2.0' FOR APPROXIMATELY 50.0'
 - REMOVE 8" TREE IN CONFLICT
 - SAWCUT 6" INTO EXISTING BIKE PATH
 - EXCAVATE 9"
 - PLACE 6" CLASS 2 AB
 - PLACE 3" HMA



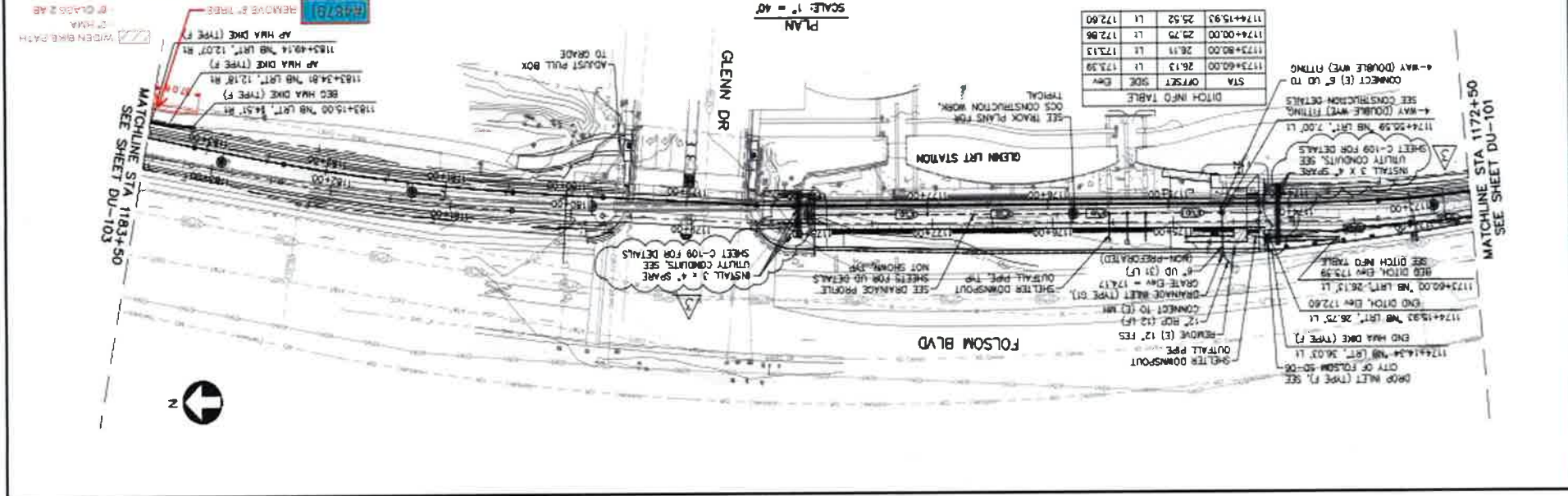
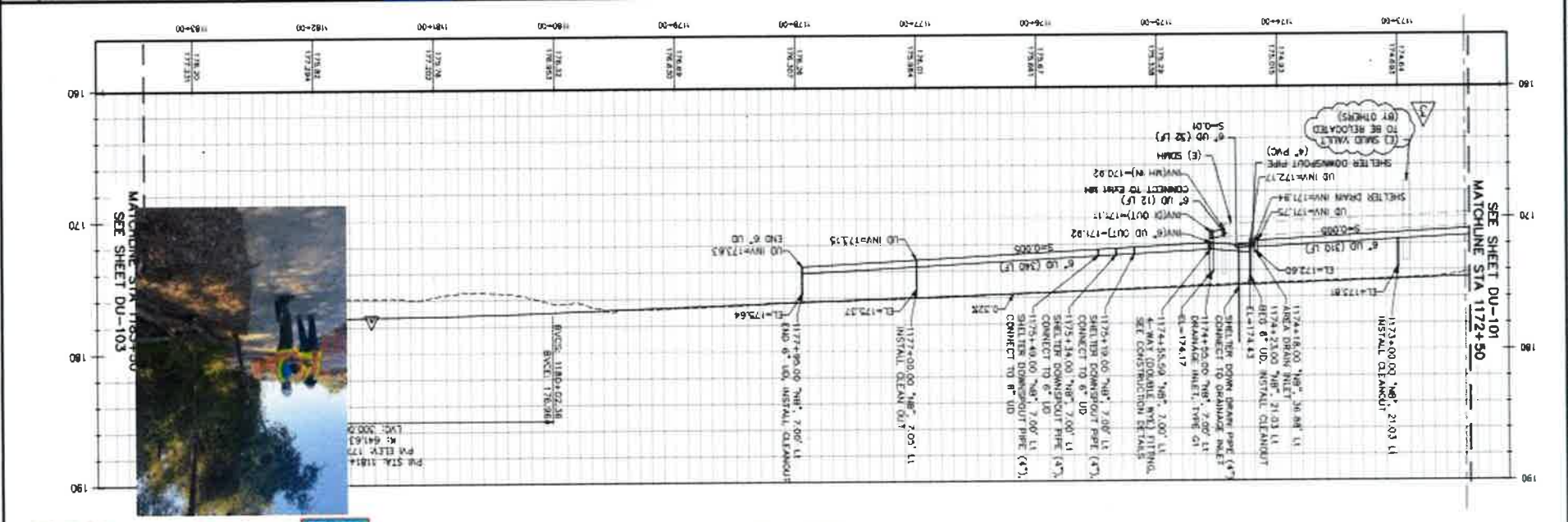
OPTION 2
 REPLACE TYPE F AC DIKE WITH RETAINING CURB



DATE	B. WRIGHT	PROJECT ENGINEER
DESIGNED BY	C. BRADY	
DRAWN BY	L. SANDOZA	
CHECKED BY	L. HAYES	
DATE		
FILE	CC#939	
SUBMITTAL		

275 SHEET 225 OF 275

STA 1172+50 TO 1183+50
DRAINAGE AND UTILITY PLAN

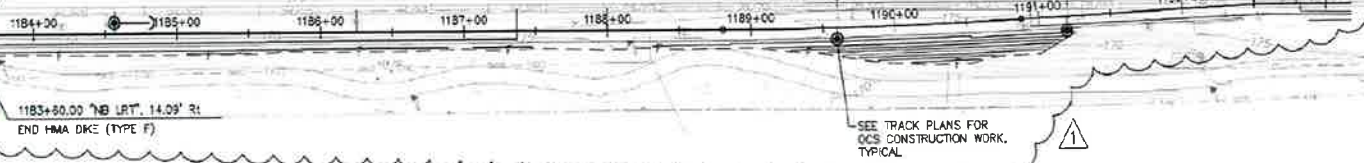




FOLSOM BLVD

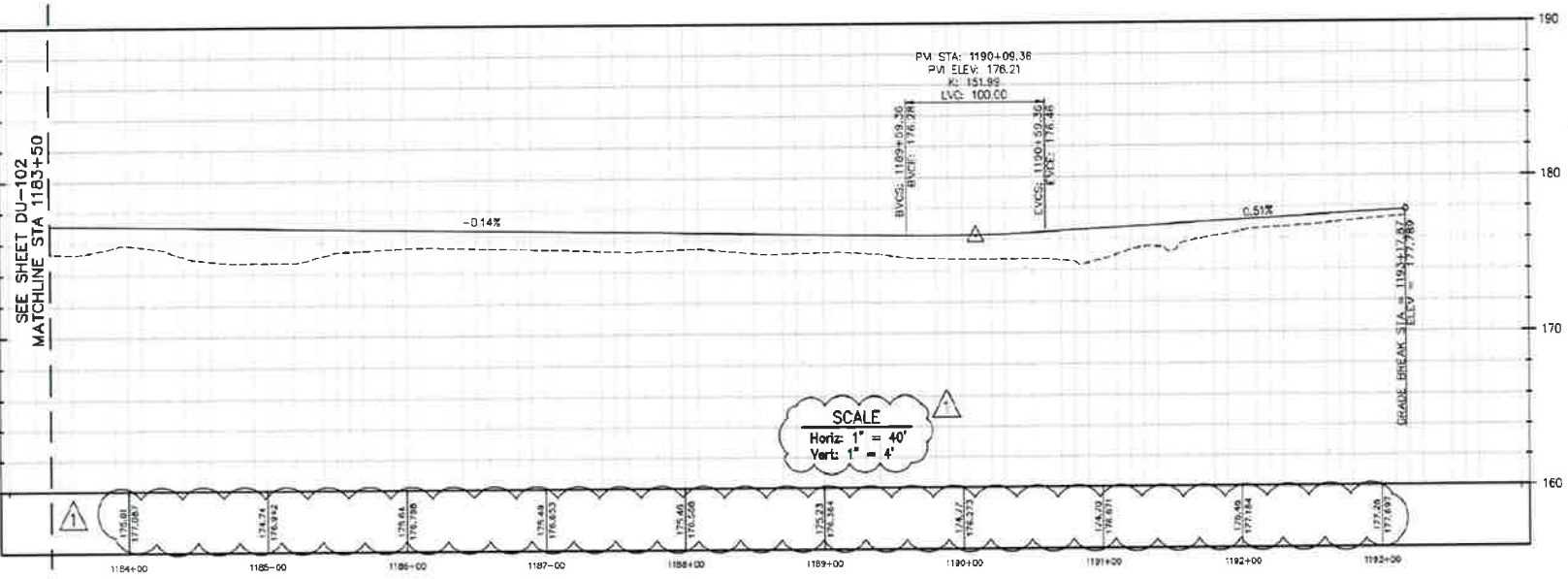
BIDWELL ST

SEE SHEET DU-102
MATCHLINE STA 1183+50



SEE TRACK PLANS FOR
OCS CONSTRUCTION WORK
TYPICAL

PLAN
SCALE: 1" = 40'



SCALE
Horiz: 1" = 40'
Vert: 1" = 4'

REVISIONS				
MARK	DATE	DESCRIPTION	BY	CHKD
△	10/26/21	ADDENDUM #1 - DRAINAGE/GRADING		
△	8/31/21	ISSUED FOR BID		

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

PROJECT ENGINEER: B. WRIGHT
DESIGNED BY: C. BRAZIL
DRAWN BY: J. SADORRA
CHECKED BY: T. HAYES

DATE: 8/13/21

PSOMAS
1075 Crediton Ridge Drive, Suite 200
Roseville, CA 95678 | 916.365-8122

C: R359

LIGHT RAIL MODERNIZATION 15-MINUTE SERVICE TO FOLSOM

FILE: 15-0435-1010MC
SUBMITTAL:
DRAINAGE AND UTILITY PLAN
STA 1183+50 TO 1193+50

DU-103
SHEET 226 OF 273

ATTACHMENT 7

**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**

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 8

**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 23rd day of January, 2024, by the following roll-call vote:

AYES: Councilmember(s): Rohrbough, Aquino, Chalamcherla, Rodriguez, Kozlowski
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

DocuSigned by:

Mike Kozlowski

33655450E3B44E6...

Michael D. Kozlowski, MAYOR

ATTEST:

DocuSigned by:

Christa Freemantle

DBE19EE309E3403...

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 9

RESOLUTION NO. 11164 - A RESOLUTION TO DECLASSIFY THIRTEEN 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. 11164

A RESOLUTION TO DECLASSIFY THIRTEEN 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 thirteen trees 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 trees affixed with tag numbers 4831, 4834, 4837, 4839, 4842, 4845, 4878, 4939, 4941, 4942, 4943, 4947, and 4948 qualify for declassification of Landmark Tree status for the reason that they prevent reasonable use of the property; and

WHEREAS, the Urban Forester has concluded the Landmark Tree affixed with tag number 4841 will incur a significant impact from the project and may potentially need to be removed pending assessment following the construction activities; 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 Trees affixed with tag numbers 4831, 4834, 4837, 4839, 4842, 4845, 4878, 4939, 4941, 4942, 4943, 4947, and 4948 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 trees affixed with tag numbers 4831, 4834, 4837, 4839, 4842, 4845, 4878, 4939, 4941, 4942, 4943, 4947, and 4948, the SacRT Light Rail Modernization 15 Minutes to Folsom project proponent will obtain a tree

removal permit and mitigate the subject trees 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 all efforts shall be made to preserve the Landmark Tree affixed with tag number 4841, which shall retain its Landmark Tree designation unless determined to be irreparably damaged by the Urban Forester following construction activities from the SacRT Light Rail Modernization 15 Minutes to Folsom project. If determined to be irreparably damaged from the project activities by the Urban Forester, tree #4841 shall be removed and mitigated in conformance with the City's Tree Preservation Ordinance at SacRT's expense; and

BE IT FURTHER RESOLVED that the oaks affixed with tag numbers 4831, 4834, 4837, 4839, 4842, 4845, 4878, 4939, 4941, 4942, 4943, 4947, and 4948 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 13th day of February 2024, by the following roll-call vote:

- AYES:** Councilmember(s): Rodriguez, Rohrbough, Chalamcherla, Aquino
- NOES:** Councilmember(s): None
- ABSENT:** Councilmember(s): Kozlowski
- ABSTAIN:** Councilmember(s): None

DocuSigned by:

A8D9378974B7447E...
 Sarah Aquino, VICE MAYOR


ATTEST:
 DocuSigned by:

DBE19FF309F3403...
 Christa Freemantle, CITY CLERK

Exhibit A Site Map and Tree Removal Table



Excerpt from the arborist report prepared by Dokken Engineering illustrating the locations of the thirteen trees proposed for declassification.

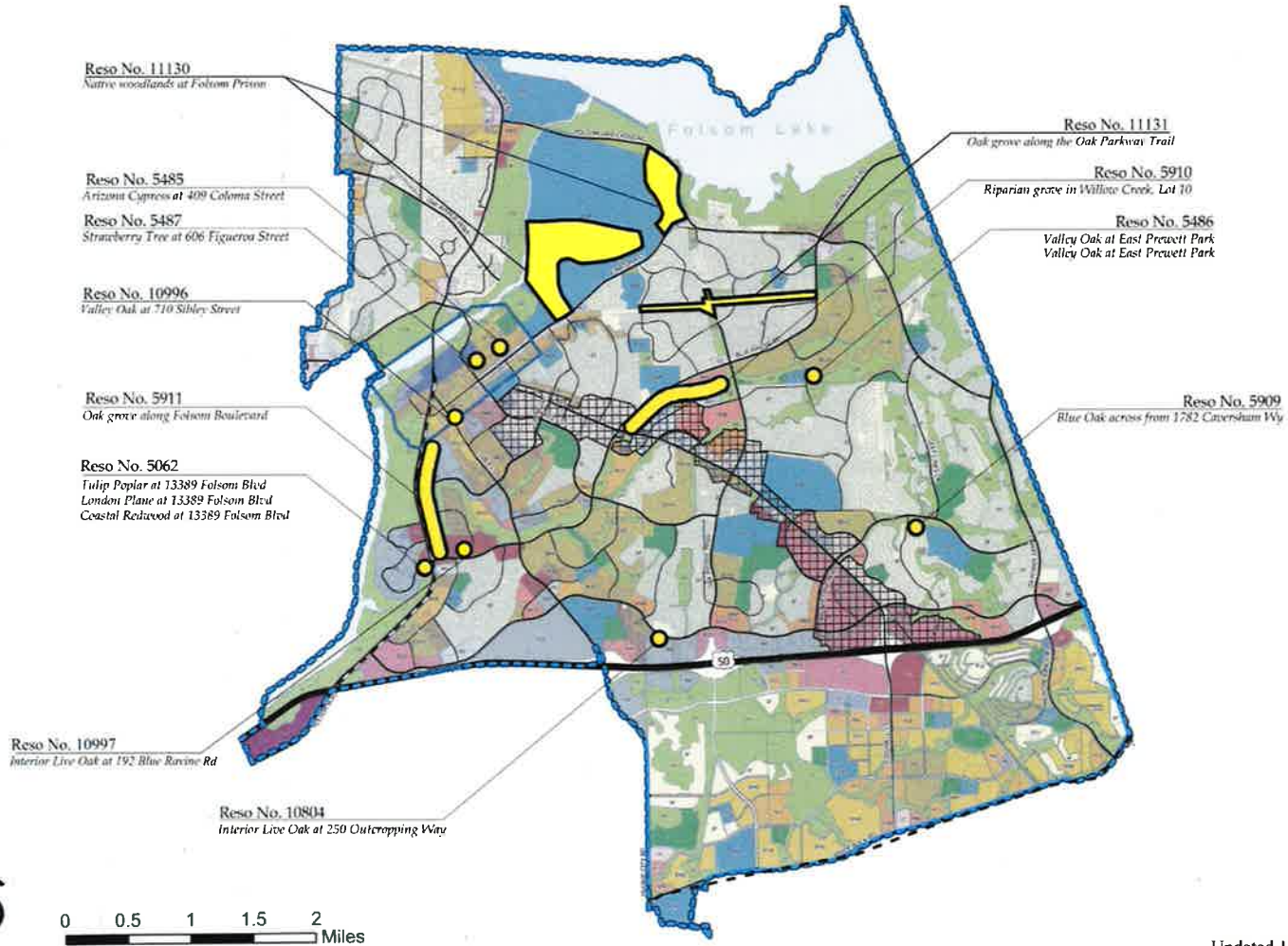
Trees Declassified for Removal				
Tag #	Common Name	Botanical Name	Condition	DSH
4831	Valley oak	<i>Quercus lobata</i>	good	14"
4834	Interior live oak	<i>Quercus wislizeni</i>	good	11"
4837	Black walnut	<i>Juglans hindsii</i>	good	8"
4839	Interior live oak	<i>Quercus wislizeni</i>	good	7"
4841	Interior live oak	<i>Quercus wislizeni</i>	good	28"
4842	Valley oak	<i>Quercus lobata</i>	good	5"
4845	Black walnut	<i>Juglans hindsii</i>	good	4"
4878	Interior live oak	<i>Quercus wislizeni</i>	good	16"
4939	Interior live oak	<i>Quercus wislizeni</i>	good	5"
4941	Interior live oak	<i>Quercus wislizeni</i>	good	2"
4942	Interior live oak	<i>Quercus wislizeni</i>	good	2"
4943	Black walnut	<i>Juglans hindsii</i>	good	1"
4947	Valley oak	<i>Quercus lobata</i>	good	1"
4948	Valley oak	<i>Quercus lobata</i>	good	1"
TOTAL				77"

**Tree #4841 is planned for preservation but will incur substantial encroachment impacts from the project. The Urban Forester shall assess the potential for survival following the construction activities. Unless determined by the Urban Forester to warrant removal, this tree shall retain its Landmark Designation.*

ATTACHMENT 10

CURRENT MAP OF LANDMARK TREES

Folsom Landmark Tree Map



Updated 1/18/2024