

Folsom City Council Staff Report

MEETING DATE:	10/25/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No.10935– A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Broadstone Estates Subdivision, and Approval of the Final Map for the Broadstone Estates Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

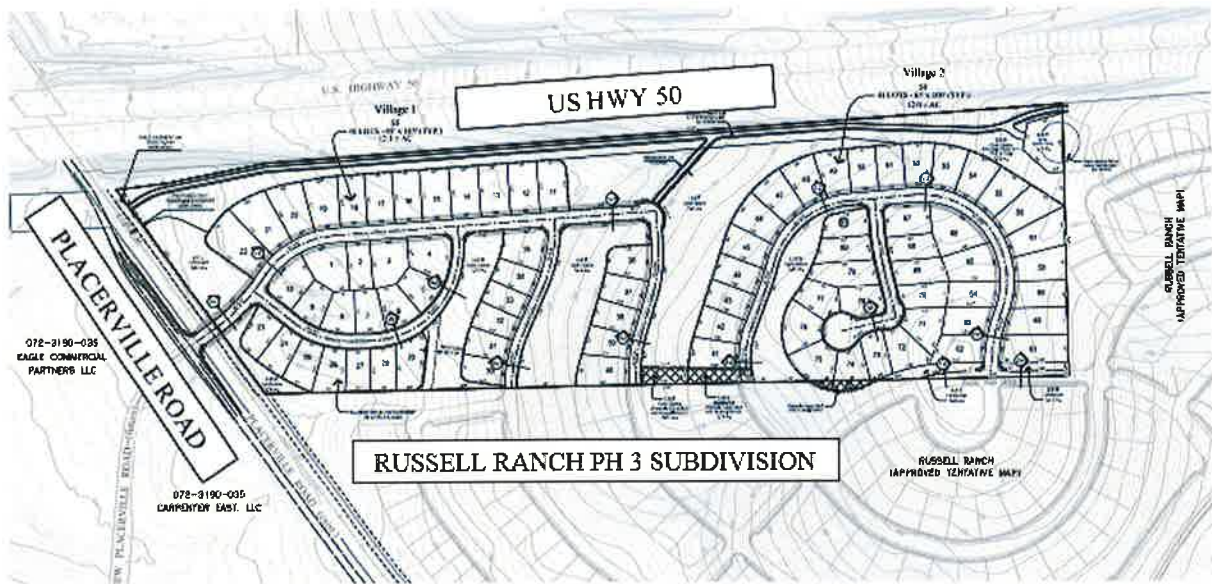
Staff recommends that the City Council move to adopt:

Resolution No. 10935 A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Broadstone Estates Subdivision, and Approval of the Final Map for the Broadstone Estates Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Broadstone Estates Subdivision was approved by the City Council on April 11, 2017.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Broadstone Estates Subdivision. The Final Map for the Broadstone Estates Subdivision will create a total of 81 single-family (SF) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Broadstone Estates Subdivision is located on the east side of Placerville Road north of the Russell Ranch Phase 3 Subdivision and south of US HWY 50 in the Folsom Plan Area (FPA) (see above).

POLICY / RULE

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

ANALYSIS

The Final Map and conditions of approval for the Broadstone Estates Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

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

ENVIRONMENTAL REVIEW

An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Broadstone Estates Subdivision project (PN 15-308) on June 28, 2016 in accordance with the California Environmental Quality Act (CEQA). The proposed Small-Lot

Vesting Tentative Subdivision Map is consistent with the Broadstone Estates Subdivision Addendum to the Folsom Plan Area Specific Plan EIR/EIS, and all mitigation measures have been applied as conditions of approval for this project. In addition, none of the conditions described in Section 21166 of the Public Resources Code or Section 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR have occurred. Therefore, no additional environmental review is required under CEQA.

ATTACHMENTS

1. Resolution No. 10935- A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Broadstone Estates Subdivision, and Approval of the Final Map for the Broadstone Estates Subdivision
2. Broadstone Estates Subdivision Improvement Agreement
3. Broadstone Estates Subdivision Final Map
4. Broadstone Estates Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Broadstone Estates Vesting Tentative Subdivision Map

Submitted,



PAM JOHNS
Community Development Director

ATTACHMENT 1

RESOLUTION NO. 10935- A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE BROADSTONE ESTATES SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE BROADSTONE ESTATES SUBDIVISION

RESOLUTION NO. 10935

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE BROADSTONE ESTATES SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE BROADSTONE ESTATES SUBDIVISION

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

WHEREAS, the City Council has reviewed the Final Map for the Broadstone Estates subdivision; and,

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

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

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Elliott Homes, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Broadstone Estates subdivision.

PASSED AND ADOPTED this 25th day of October 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

BROADSTONE ESTATES SUBDIVISION IMPROVEMENT AGREEMENT

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2022, by and between the **City of Folsom**, hereinafter referred to as "City", and **Elliott Homes, Inc, a Arizona Corporation** hereinafter referred to as "Subdivider".

RECITALS

- A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.
- B. The proposed subdivision of land is commonly known and described as **Broadstone Estates** and is herein referred to as the "subdivision". Subdivision further described as **Final Map (PN-15-308) Broadstone Estates Small Lot Map** recorded in Book ___ of Maps at Page ___ in the official records of Sacramento County.
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **FIVE MILLION NINE HUNDRED NINETY-TWO THOUSAND THREE HUNDRED NINETY-THREE AND 00/100 DOLLARS (\$5,992,393.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
 - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
 - a. Improvement security in the sum of **FIVE MILLION NINE HUNDRED NINETY-TWO THOUSAND THREE HUNDRED NINETY-THREE AND 00/100 DOLLARS (\$5,992,393.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **FIVE MILLION NINE HUNDRED NINETY-TWO THOUSAND THREE HUNDRED NINETY-THREE AND 00/100 DOLLARS (\$5,992,393.00)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.
 - c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS (\$3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.
 - d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.
6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.
7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and

employees, on any such claim or demand, and pay or satisfy any judgement that may be rendered against the City in any such actions, suits or legal proceedings, or result thereof.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Elliott Homes, Inc.
340 Palladio Parkway, Suite 521
Folsom, CA 95630
ATTN; Price Walker, Vice President, Project Development**

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

**The Continental Insurance Company
151 N. Franklin Street, 17th Floor
Chicago, IL 60606
Elizabeth Collodi, Attorney-in-Fact**

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

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

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

SUBDIVIDER

**Elliott Homes, Inc.
An Arizona Corporation**

BY: 

BY: 

Print Name: Price Walker

Print Name: Stephen Hemington

Title: Vice President, Proj. Development

Title: Executive Vice President/CFO

DATE _____

DATE 10/6/22

CITY OF FOLSOM, a Municipal Corporation

Elaine Andersen
CITY MANAGER

DATE _____

ATTEST:

Christa Freemantle
CITY CLERK

DATE _____

APPROVED AS TO CONTENT:

Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

DATE _____

APPROVED AS TO FORM:

Steven Wang
CITY ATTORNEY

DATE _____

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

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California _____)
 County of Sacramento _____)

On October 7, 2022 before me, Susan R Stephens, Notary Public
Date Here Insert Name and Title of the Officer
 personally appeared Stephen Hemington and Price Walker
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is~~/are subscribed to the within instrument and acknowledged to me that ~~he~~/she/they executed the same in ~~his~~/her/their authorized capacity(ies), and that by ~~his~~/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Susan R. Stephens
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Subdivision Improvement Agreement - Roadstone Estates - Final Map 15-308 Document Date: October 6, 2022
 Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
 Corporate Officer -- Title(s): _____
 Partner -- Limited General
 Individual Attorney in Fact
 Trustee Guardian or Conservator
 Other: _____
 Signer Is Representing: _____

Signer's Name: _____
 Corporate Officer -- Title(s): _____
 Partner -- Limited General
 Individual Attorney in Fact
 Trustee Guardian or Conservator
 Other: _____
 Signer Is Representing: _____

FOLSOM PLAN AREA
Cost Estimate for
BROADSTONE ESTATES



Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
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Summary Broadstone Estates

	Total Cost	Cost to Complete
Site Preparation & Earthwork	\$ 2,617,355.00	\$ -
Sanitary Sewer System	\$ 506,590.00	\$ 506,590.00
Storm Drain System	\$ 712,860.00	\$ 712,860.00
Potable Water Distribution System	\$ 686,200.00	\$ 686,200.00
Non-Potable Water Distribution System	\$ 74,265.00	\$ 74,265.00
Concrete	\$ 509,997.00	\$ 509,997.00
Streetwork	\$ 607,026.00	\$ 607,026.00
Street Lights & Joint Trench	\$ 982,800.00	\$ 982,800.00
Landscaping & Sound walls	\$ 1,367,895.00	\$ 1,367,895.00
Contingency (10%)	\$ 806,500.00	\$ 544,760.00
TOTALS	\$ 8,871,488.00	\$ 5,992,393.00

10/5/2022

Exhibit A
FOLSOM PLAN AREA
Cost Estimate Summary
for
BROADSTONE ESTATES



	Total <u>Cost</u>	Cost to <u>Complete</u>
BROADSTONE ESTATES	\$ 8,871,488	\$ 5,992,393
<hr/>		
Subtotal Broadstone Estates	\$ 8,871,488	\$ 5,992,393
TOTAL COSTS	\$ 8,871,488	\$ 5,992,393

FOLSOM PLAN AREA
 Cost Estimate for
 BROADSTONE ESTATES



Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Site Preparation & Earthwork							
1	37	AC	Clearing & Grubbing	\$ 200.00	\$ 7,400.00	100%	\$ -
2	310,000	CY	Rough Grade Excavation	\$ 3.50	\$ 1,085,000.00	100%	\$ -
3	22,738	SF	Masonry Retaining Wall	\$ 35.00	\$ 795,830.00	100%	\$ -
4	10,572	SF	Basaltite Retaining Wall	\$ 35.00	\$ 370,020.00	100%	\$ -
5	9,203	SF	Rockery Retaining Wall	\$ 35.00	\$ 322,105.00	100%	\$ -
6	37	AC	Erosion Control	\$ 1,000.00	\$ 37,000.00	100%	\$ -
Subtotal Grading & Site Prep					\$ 2,617,355.00		\$ -
Sanitary Sewer System							
1	1,084	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 54,200.00	0%	\$ 54,200.00
2	3,677	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 257,390.00	0%	\$ 257,390.00
3	22	EA	48" Standard Sanitary Sewer Manhole	\$ 4,500.00	\$ 99,000.00	0%	\$ 99,000.00
4	2	EA	60" Standard Sanitary Sewer Manhole	\$ 6,500.00	\$ 13,000.00	0%	\$ 13,000.00
5	4	EA	Connect to Existing Sewer Main	\$ 500.00	\$ 2,000.00	0%	\$ 2,000.00
6	81	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 81,000.00	0%	\$ 81,000.00
Subtotal Sewer					\$ 506,590.00		\$ 506,590.00
Storm Drain System							
1	2,315	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 104,175.00	0%	\$ 104,175.00
2	217	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 11,935.00	0%	\$ 11,935.00
3	1,352	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 81,120.00	0%	\$ 81,120.00
4	659	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 42,835.00	0%	\$ 42,835.00
5	24	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 120,000.00	0%	\$ 120,000.00
6	4	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 28,000.00	0%	\$ 28,000.00
7	3	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 27,000.00	0%	\$ 27,000.00
8	10	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 35,000.00	0%	\$ 35,000.00
9	24	EA	Type GOL-7 (On-Grade) Drainage Inlet	\$ 4,500.00	\$ 108,000.00	0%	\$ 108,000.00
10	2	EA	Type GOL-10 (On-Grade) Drainage Inlet	\$ 7,500.00	\$ 15,000.00	0%	\$ 15,000.00
11	9	EA	Type 'F' Drainage Inlet	\$ 2,000.00	\$ 18,000.00	0%	\$ 18,000.00
12	4	EA	12" Flared End Section	\$ 1,000.00	\$ 4,000.00	0%	\$ 4,000.00
13	2	EA	24" Flared End Section	\$ 1,500.00	\$ 3,000.00	0%	\$ 3,000.00
14	1,375	LF	4" Canyon Drain	\$ 50.00	\$ 68,750.00	0%	\$ 68,750.00
15	5,485	LF	3' Rock Lined Drainage Swales	\$ 7.00	\$ 38,395.00	0%	\$ 38,395.00
16	23	LF	Overside Rock-Lined Drainage Swales	\$ 100.00	\$ 2,300.00	0%	\$ 2,300.00
17	1	EA	24" Temporary Riser; Perforated HDPE	\$ 2,350.00	\$ 2,350.00	0%	\$ 2,350.00
18	1	EA	30" Temporary Riser; Perforated HDPE	\$ 1,500.00	\$ 1,500.00	0%	\$ 1,500.00
19	3	EA	Connect to Existing Storm Drain Main	\$ 500.00	\$ 1,500.00	0%	\$ 1,500.00
Subtotal Storm Drain					\$ 712,860.00		\$ 712,860.00

FOLSOM PLAN AREA

Cost Estimate for
BROADSTONE ESTATES



Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Potable Water Distribution System							
1	3,700	LF	8" Water Main, PVC C900 CL 235	\$ 55.00	\$ 203,500.00	0%	\$ 203,500.00
2	1,377	LF	18" Water Main, DIP CL 350	\$ 100.00	\$ 137,700.00	0%	\$ 137,700.00
3	16	EA	8" Gate Valve	\$ 2,000.00	\$ 32,000.00	0%	\$ 32,000.00
4	9	EA	18" Butterfly Valve	\$ 6,000.00	\$ 54,000.00	0%	\$ 54,000.00
5	1	EA	8" Pressure Reducing Station	\$ 50,000.00	\$ 50,000.00	0%	\$ 50,000.00
6	18	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 90,000.00	0%	\$ 90,000.00
7	4	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 14,000.00	0%	\$ 14,000.00
8	2	EA	3" Air & Vacuum Release Valve	\$ 4,000.00	\$ 8,000.00	0%	\$ 8,000.00
9	81	EA	1" Water Service	\$ 1,000.00	\$ 81,000.00	0%	\$ 81,000.00
10	2	EA	Water Sampling Station	\$ 500.00	\$ 1,000.00	0%	\$ 1,000.00
11	1	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 2,500.00	0%	\$ 2,500.00
12	5	EA	Connection to Existing Water Main	\$ 2,500.00	\$ 12,500.00	0%	\$ 12,500.00
Subtotal Potable Water					\$ 686,200.00		\$ 686,200.00
Non-Potable Water Distribution System							
1	422	LF	8" Non-Potable Water Main, PVC C900 CL 200	\$ 55.00	\$ 23,210.00	0%	\$ 23,210.00
2	1	EA	8" Gate Valve	\$ 2,000.00	\$ 2,000.00	0%	\$ 2,000.00
3	2	EA	2" Irrigation Service	\$ 3,500.00	\$ 7,000.00	0%	\$ 7,000.00
4	2	EA	4" End of Line Blow-Off Valve	\$ 2,500.00	\$ 5,000.00	0%	\$ 5,000.00
5	2	EA	Remove 4" Blow-Off Valve & Connect	\$ 500.00	\$ 1,000.00	0%	\$ 1,000.00
6	1	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 3,500.00	0%	\$ 3,500.00
7	1,617	LF	4" PVC (SCH 80) Irrigation Sleeves	\$ 15.00	\$ 24,255.00	0%	\$ 24,255.00
8	415	LF	6" PVC (SCH 80) Irrigation Sleeves	\$ 20.00	\$ 8,300.00	0%	\$ 8,300.00
Subtotal Non-Potable Water					\$ 74,265.00		\$ 74,265.00
Concrete							
1	3,059	LF	Modified Type 2 Vertical Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 61,180.00	0%	\$ 61,180.00
2	6,935	LF	Mountable Curb & Gutter (w/ 6" AB)	\$ 25.00	\$ 173,375.00	0%	\$ 173,375.00
3	36,807	SF	Sidewalk (6" PCC/ 6" AB)	\$ 6.00	\$ 220,842.00	0%	\$ 220,842.00
4	7	EA	Concrete Survey Monument	\$ 300.00	\$ 2,100.00	0%	\$ 2,100.00
5	12	EA	Sidewalk Curb Ramp	\$ 2,500.00	\$ 30,000.00	0%	\$ 30,000.00
6	1,125	LF	3' Concrete V-Ditch	\$ 20.00	\$ 22,500.00	0%	\$ 22,500.00
Subtotal Concrete					\$ 509,997.00		\$ 509,997.00

FOLSOM PLAN AREA

Cost Estimate for
BROADSTONE ESTATES



Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Streetwork							
1	3,257	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 260,560.00	0%	\$ 260,560.00
2	8,050	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 161,000.00	0%	\$ 161,000.00
3	9,439	SF	Demo Existing Pavement	\$ 2.00	\$ 18,878.00	0%	\$ 18,878.00
4	718	SF	Pavement Markings	\$ 5.00	\$ 3,590.00	0%	\$ 3,590.00
5	5	EA	Street Name Sign on Post	\$ 500.00	\$ 2,500.00	0%	\$ 2,500.00
6	1	EA	Street Name Sign on Street Light (Sign Only)	\$ 300.00	\$ 300.00	0%	\$ 300.00
7	4	EA	Stop Sign (R1-1) on Post	\$ 500.00	\$ 2,000.00	0%	\$ 2,000.00
8	1	EA	Stop Sign (R1-1) on Street Light (Sign Only)	\$ 300.00	\$ 300.00	0%	\$ 300.00
9	5	EA	Stop Sign (R1-1) on Street Name Post (Sign Only)	\$ 300.00	\$ 1,500.00	0%	\$ 1,500.00
10	9	EA	Miscellaneous Signs	\$ 300.00	\$ 2,700.00	0%	\$ 2,700.00
11	6	EA	Removable Bollard	\$ 300.00	\$ 1,800.00	0%	\$ 1,800.00
12	340	LF	12" White Stripe Limit Line (Stop Line)	\$ 2.00	\$ 680.00	0%	\$ 680.00
13	46	LF	6" Dashed Stripe (DTL 39A)	\$ 1.00	\$ 46.00	0%	\$ 46.00
14	488	LF	6" Solid Stripe (DTL 39)	\$ 1.00	\$ 488.00	0%	\$ 488.00
15	380	LF	Two-Direction No-Passing Line (DTL 22)	\$ 1.80	\$ 684.00	0%	\$ 684.00
16	1	LS	At Grade Street Railroad Crossing	\$ 150,000.00	\$ 150,000.00	0%	\$ 150,000.00
Subtotal Streetwork					\$ 607,026.00		\$ 607,026.00
Street Lights & Joint Trench							
1	81	LOT	Joint Trench Excavation & Backfill	\$ 8,000.00	\$ 648,000.00	0%	\$ 648,000.00
2	2	EA	Streetlight Service Point	\$ 5,000.00	\$ 10,000.00	0%	\$ 10,000.00
3	28	EA	LED Streetlight (including conduit, wiring & appurtenances)	\$ 11,600.00	\$ 324,800.00	0%	\$ 324,800.00
Subtotal Street Lights & Joint Trench					\$ 982,800.00		\$ 982,800.00
Landscaping & Sound walls							
1	43,671	SF	Landscape & Irrigation	\$ 5.00	\$ 218,355.00	0%	\$ 218,355.00
2	32,844	SF	Masonry Sound Walls	\$ 35.00	\$ 1,149,540.00	0%	\$ 1,149,540.00
Subtotal Landscaping & Sound walls					\$ 1,367,895.00		\$ 1,367,895.00
Total					\$ 8,064,988.00		\$ 5,447,633.00
Contingency					10% \$ 806,500.00		\$ 544,760.00
Total Cost Estimate					\$ 8,871,488.00		\$ 5,992,393.00

ATTACHMENT 3

**BROADSTONE ESTATES SUBDIVISION
FINAL MAP**

OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT WE ARE THE ONLY PARTY HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "BROADSTONE ESTATES SMALL LOT MAP" AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP, AND OFFER FOR DEDICATION AND DO HEREBY DEDICATE AS PUBLIC RIGHT-OF-WAYS AND AS UTILITY EASEMENTS TO THE CITY OF FOLSOM, DEWEY OAK DRIVE, ROCKY HILLS CIRCLE, HINSDALE DRIVE, DEHONE CIRCLE AND SPOTTED DOG COURT AS SHOWN HEREON.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES, AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOTS B, C, J, PORTIONS OF LOTS D AND F AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (PUE).
2. A PUBLIC EASEMENT AND RIGHT-OF-WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS A, B, C, I AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (LE).
3. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF SIDEWALK AND PEDESTRIAN ACCESS ON, OVER AND ACROSS A PORTION OF LOT F AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (PAE).
4. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER, AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHT-OF-WAYS.
5. AN ACCESS EASEMENT FOR THE INGRESS AND EGRESS OF CITY OF FOLSOM VEHICLES ON, OVER AND ACROSS LOT J, A PORTION OF LOT F AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "ACCESS EASEMENT" (AE).

ELLIOTT HOMES, INC., AN ARIZONA CORPORATION

BY:

NAME: HARRY C. ELLIOTT
PRESIDENT

DATE

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____ A NOTARY PUBLIC

PERSONALLY APPEARED _____

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____

MY COMMISSION EXPIRES _____ MY COMMISSION NUMBER: _____



VICINITY MAP
N.T.S.

NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK " 71 " ELEVATION = 444.84' NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 71" ON THE SOUTHWEST CORNER OF THE CONCRETE FOOTING FOR A 89KV POWER POLE HUD128803. LOCATION OF SITE IS APPROXIMATELY 100 FEET SOUTH OF HIGHWAY 50 AND 32' EAST OF THE RAILROAD TRACKS ALONG OLD PLACERVILLE ROAD, APPROXIMATE LATITUDE: N38D 38' 34.68" LONGITUDE: W121D 05' 33.78"

THE BASIS FOR LEVELS WERE RUN FROM COUNTY BENCHMARK U01B-009 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

Preliminary

09/19/2022 3:05:01 PM

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF ELLIOTT HOMES, INC., AN ARIZONA CORPORATION IN FEBRUARY 2022. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2023; AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



PAUL FERGUSON, JR.
PLS 9265 EXP. 03-31-2024

DATE: _____

CITY ENGINEER'S STATEMENT

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

STEVEN R. KRAHN, RCE 49231
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/30/2024

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "BROADSTONE ESTATES SMALL LOT MAP" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3652
CITY SURVEYOR
LICENSE EXPIRES: 6/30/2024

DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "BROADSTONE ESTATES SMALL LOT MAP", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHT-OF-WAYS AND EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

CHRISTA FREEMANTLE
CITY CLERK

DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2022, AT _____ M IN BOOK _____ OF MAPS, AT PAGE _____ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

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

BY: _____ DEPUTY _____ FEE: \$ _____

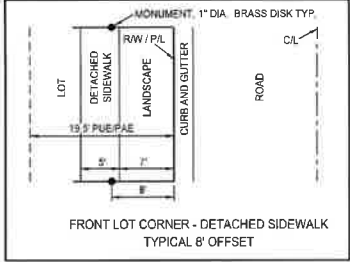
**FINAL MAP (PN 15-308)
BROADSTONE ESTATES
SMALL LOT MAP**

ALL THAT REAL PROPERTY DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED ON APRIL 10, 2017, IN BOOK 20170410, AT PAGE 0774, OFFICIAL RECORDS OF SACRAMENTO COUNTY, BEING A PORTION OF PARCEL E AS SHOWN ON THAT CERTAIN RECORD OF SURVEY TITLED "PLAT OF SURVEY OF THE JOS WOODARD EST.", FILED IN BOOK 07 OF SURVEYS, MAP NO 39, SACRAMENTO COUNTY RECORDS, ALSO BEING A PORTION OF PARCEL 4 AS SHOWN IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED ON MAY 04, 1998, IN BOOK 19980504, AT PAGE 0781, OFFICIAL RECORDS OF SACRAMENTO COUNTY, SITUATED IN SECTIONS 9 & 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

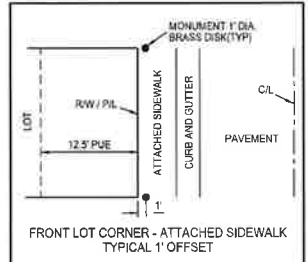
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
Mackay & Somps
ENGINEERS PLANNERS SURVEYORS
1142 Crestside Ridge Drive, Suite 153, Roseville, CA 95678 (916) 775-1188
OCTOBER 2022
SHEET 1 OF 11

NOTES

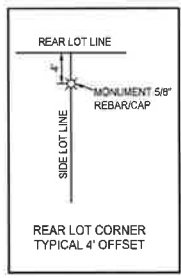
1. ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
2. THIS FINAL MAP CONTAINS 36.82± ACRES GROSS CONSISTING OF 61 RESIDENTIAL LOTS AND 10 LETTERED LOTS.
3. A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR THE RUSSELL RANCH SOUTH (PROJECT NO. E17053132) WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC ON OCTOBER 13, 2021 AND MAY BE AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
4. ALL FRONT LOT CORNERS WILL BE SET WITH AN 8.00 FOOT OFFSET ONTO THE DETACHED SIDEWALK ON THE SIDE LOT LINE OR A 1.00 FOOT OFFSET ONTO THE ATTACHED SIDEWALK ON THE SIDE LOT LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" (SEE DETAIL THIS SHEET).
5. REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
 - 5.1. FOR LOTS 31-34, 41-46, 55-62, 63-69 AND 72-77 WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265"
 - 5.2. FOR LOTS 47-53 AND THE COMMON LINE OF LOTS 30/31 AND 34/35 WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265" (SEE DETAIL THIS SHEET).
 - 5.3. FOR LOTS 1-30, 36-40, 80-81 AND THE COMMON LINE OF LOTS 53/54, 63/64/70/71, 71/78/79 WHICH FALL WITHIN A MASONRY SOUNDRETAINING WALL, WILL BE SET WITH A 3/4" BRASS TAG STAMPED "LS 9265" TO THE FACE OF WALL 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.
6. PROPERTY SUBJECT TO THE PROPOSED BOUNDARIES OF CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 2014-1 (MPower PACE PROGRAM) PER 20151223 OR 305.
7. PROPERTY LIES WITHIN THE BOUNDARY OF CALIFORNIA HOME FINANCE AUTHORITY COMMUNITY FACILITIES DISTRICT NO. 2014-1 (CLEAN ENERGY) PER 20151005 OR 0763.
8. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO.16 (FOLSOM PLAN AREA - AREA WIDE IMPROVEMENTS AND SERVICES) PER 20151209 OR 0427.
9. PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20130124 OR 1382 AND "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20140603 OR 0568 & 0569.
10. PROPERTY SUBJECT TO PERPETUAL, NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20141126 OR 0392.
11. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
12. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 17 (WILLOW HILL PIPELINE) PER 20150224 O.R. 0424 AND 20150325 O.R. 0353.
13. PROPERTY LIES WITHIN THE BOUNDARIES OF PENDING SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2.
14. PROPERTY SUBJECT TO SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20080707 O.R. 0662.
15. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN "TIER 1 DEVELOPMENT AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN DATED AUGUST 2, 2011, BY AND BETWEEN THE CITY OF FOLSOM AND RUSSELL-PROMONTORY LLC, ET AL. RECORDED AUGUST 3, 2011, IN BOOK 20110803, PAGE 422, OFFICIAL RECORDS.
16. LOTS H AND J TO BE DEEDED IN FEE BY SEPARATE DOCUMENT TO THE CITY OF FOLSOM.
17. LOTS A, B, C, D, E, F, G, AND I TO BE DEEDED TO AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION BY SEPARATE DOCUMENT.
18. PURSUANT TO SECTION 66434(G) OF THE SUBDIVISION MAP ACT THE FILING OF THIS FINAL MAP SHALL CONSTITUTE ABANDONMENT OF THAT PORTION OF THE EASEMENTS LISTED BELOW, NOT SHOWN HEREON, THAT FALL WITHIN THE SUBJECT PROPERTY:
 - A. PUE ALONG NORTHERLY RIGHT-OF-WAY LINE OF PLEASANT RAVINE DRIVE PER DN 201903201208 (REDEDICATED ON THIS MAP).
 - B. THE NORTHERLY RIGHT-OF-WAY OF PLEASANT RAVINE DRIVE ACROSS DEHONE CIRCLE (REDEDICATED ON THIS MAP).
 - C. IOD WITHIN THE LANDS OF ELLIOTT HOMES, INC PER DN 201903201208 AREA 1 (HINSDALE DRIVE), AREA 2 (DEWEY OAK DRIVE), AREA 3 (DEHONE CIRCLE).
19. IN 1884 IN BOOK 112 OF DEEDS AT PAGE 235, THE CENTRAL PACIFIC RAILROAD COMPANY (CPRC) CONVEYED TO JOSEPH WOODARD THE WEST 1/2 OF THE SE 1/4 OF SECTION 9, T. 9 N., R. 8 E. CPRC EXCEPTED AND RESERVED FROM SAID CONVEYANCE FOR RAILROAD PURPOSES (INCLUDING RIGHTS TO USE WATER AND HAVE FENCES CONSTRUCTED), A 100' STRIP OF LAND OVER ANY RAILROAD TRACKS THEN OR THEREAFTER CONSTRUCTED. APPROXIMATELY THE EAST 1/2 OF THE SUBJECT PROPERTY LIES WITHIN SAID WEST 1/2 OF THE SE 1/4 OF SECTION 9. HOWEVER, NO RAILROAD TRACKS ARE CONSTRUCTED WITHIN THE SUBJECT PROPERTY AND THE PLACERVILLE RANCH RAILROAD EXISTS TODAY ALONG THE WESTERLY BOUNDARY OF THE SUBJECT PROPERTY (OWNED CURRENTLY BY THE SPTCJFA).



FRONT LOT CORNER - DETACHED SIDEWALK
TYPICAL 8' OFFSET



FRONT LOT CORNER - ATTACHED SIDEWALK
TYPICAL 1' OFFSET

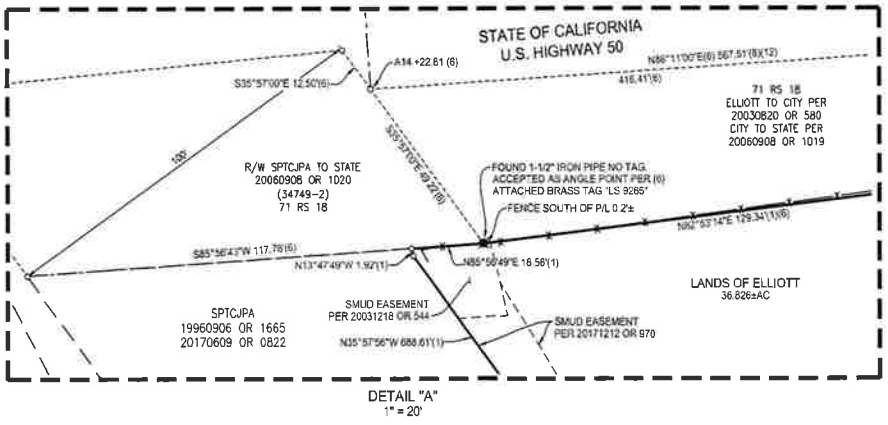
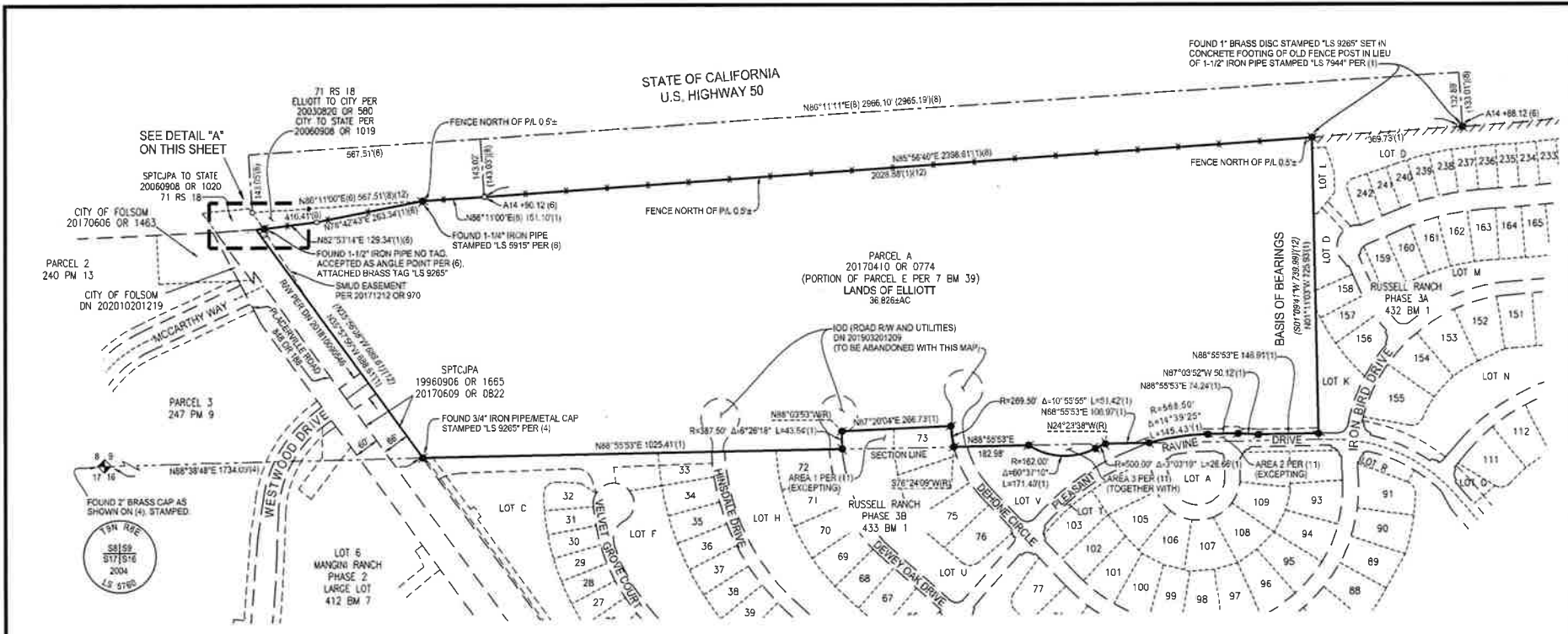


REAR LOT CORNER
TYPICAL 4' OFFSET

**FINAL MAP (PN 15-308)
BROADSTONE ESTATES
SMALL LOT MAP**

ALL THAT REAL PROPERTY DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED ON APRIL 10, 2017, IN BOOK 20170410, AT PAGE 0774, OFFICIAL RECORDS OF SACRAMENTO COUNTY, BEING A PORTION OF PARCEL E AS SHOWN ON THAT CERTAIN RECORD OF SURVEY TITLED "PLAT OF SURVEY OF THE JOS. WOODARD EST.", FILED IN BOOK 7 OF SURVEYS, MAP NO. 39, SACRAMENTO COUNTY RECORDS, ALSO BEING A PORTION OF PARCEL 4 AS SHOWN IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED ON MAY 04, 1998, IN BOOK 19880504, AT PAGE 0791, OFFICIAL RECORDS OF SACRAMENTO COUNTY, SITUATED IN SECTIONS 9 & 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

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OCTOBER 2022
SHEET 2 OF 11

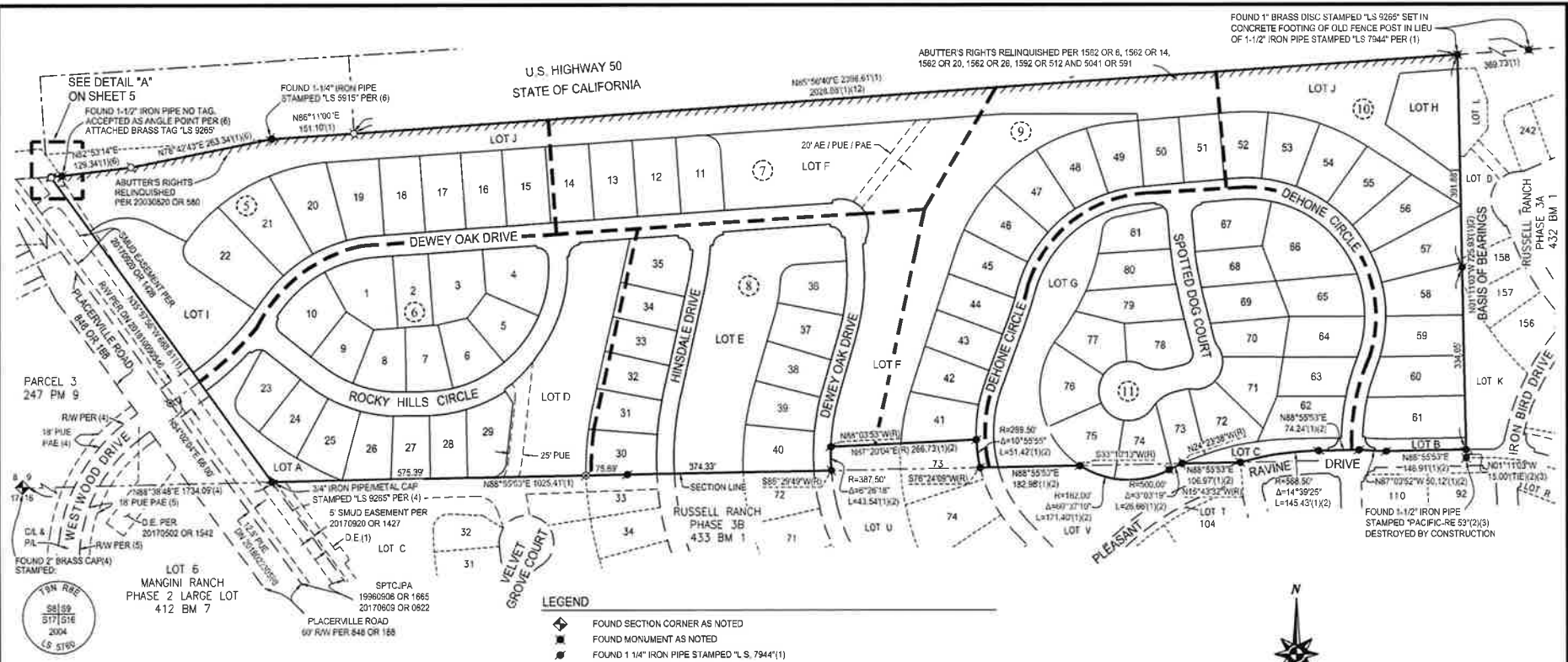


**FINAL MAP (PN 15-308)
BROADSTONE ESTATES
SMALL LOT MAP**

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OCTOBER 2022
SHEET 3 OF 11

SEE SHEET 2 FOR NOTES, SEE SHEET 4 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES



BASIS OF BEARINGS:
 THE WEST LINE OF LOTS 10 AND 11 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN LARGE LOT FINAL MAP FILED FOR RECORD ON SEPTEMBER 21, 2011 IN BOOK 398 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 01°11'03" WEST.

- REFERENCES:**
- (1) 398 BM 1
 - (2) 433 BM 1
 - (3) 432 BM 1
 - (4) 247 PM 9
 - (5) 412 BM 7
 - (6) 71 RS 18 *
 - (7) 20031218 OR 0544 (SMUD EASEMENT)
 - (8) CALTRANS D3 ROUTE 50 - PM 22.1 AND PM 22.5
 - (9) 20181909 OR 0548 (JPA KING)
 - (10) 20171212 OR 0970 (SMUD EASEMENT)
 - (11) 20170410 OR 0774 (VESTING DEED)
 - (12) 19980504 OR 0791 (LLA)
- * RECORD DISTANCES IN METERS CONVERTED TO U.S. FEET x 3.280833

LEGEND

	FOUND SECTION CORNER AS NOTED
	FOUND MONUMENT AS NOTED
	FOUND 1 1/4" IRON PIPE STAMPED "L.S. 7944"(1)
	FOUND 3/4" IRON PIPE STAMPED "L.S. 9265"(2)
	FOUND 5/8" REBAR WITH PLASTIC CAP STAMPED "L.S. 9265"(2)
	FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "L.S. 9265"(2)
	SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "L.S. 9265"
	SET 3/4" BRASS TAG STAMPED "L.S. 9265"
	SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "L.S. 9265"
	SET 5/8" REBAR WITH PLASTIC CAP STAMPED "L.S. 9265"
	DIMENSION POINT
	RECORD DATA PER REFERENCE
	ACRES
	ACCESS EASEMENT
	BOOK OF MAPS
	CENTERLINE
	DRAINAGE EASEMENT
	EMERGENCY VEHICLE ACCESS EASEMENT
	IRREVOCABLE OFFER OF DEDICATION
	LANDSCAPE EASEMENT
	OVERALL
	OFFICIAL RECORDS OF SACRAMENTO COUNTY
	OPEN SPACE
	PEDESTRIAN ACCESS EASEMENT
	PROPERTY LINE
	PARCEL MAP
	PUBLIC UTILITY EASEMENT
	RADIAL BEARING
	RECORD OF SURVEY
	RIGHT-OF-WAY
	SQUARE FEET
	SACRAMENTO MUNICIPAL UTILITY DISTRICT
	SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
	SHEET INDEX
	BOUNDARY
	LOT LINE
	CENTERLINE
	LOT LINE / RIGHT-OF-WAY
	EXISTING RIGHT-OF-WAY
	EASEMENT LINE
	SECTION LINE
	ADJACENT PROPERTY LINE
	ABUTTER'S RIGHTS RELINQUISHED
	FENCE
	DETAIL AREA

SEE SHEET 2 FOR NOTES

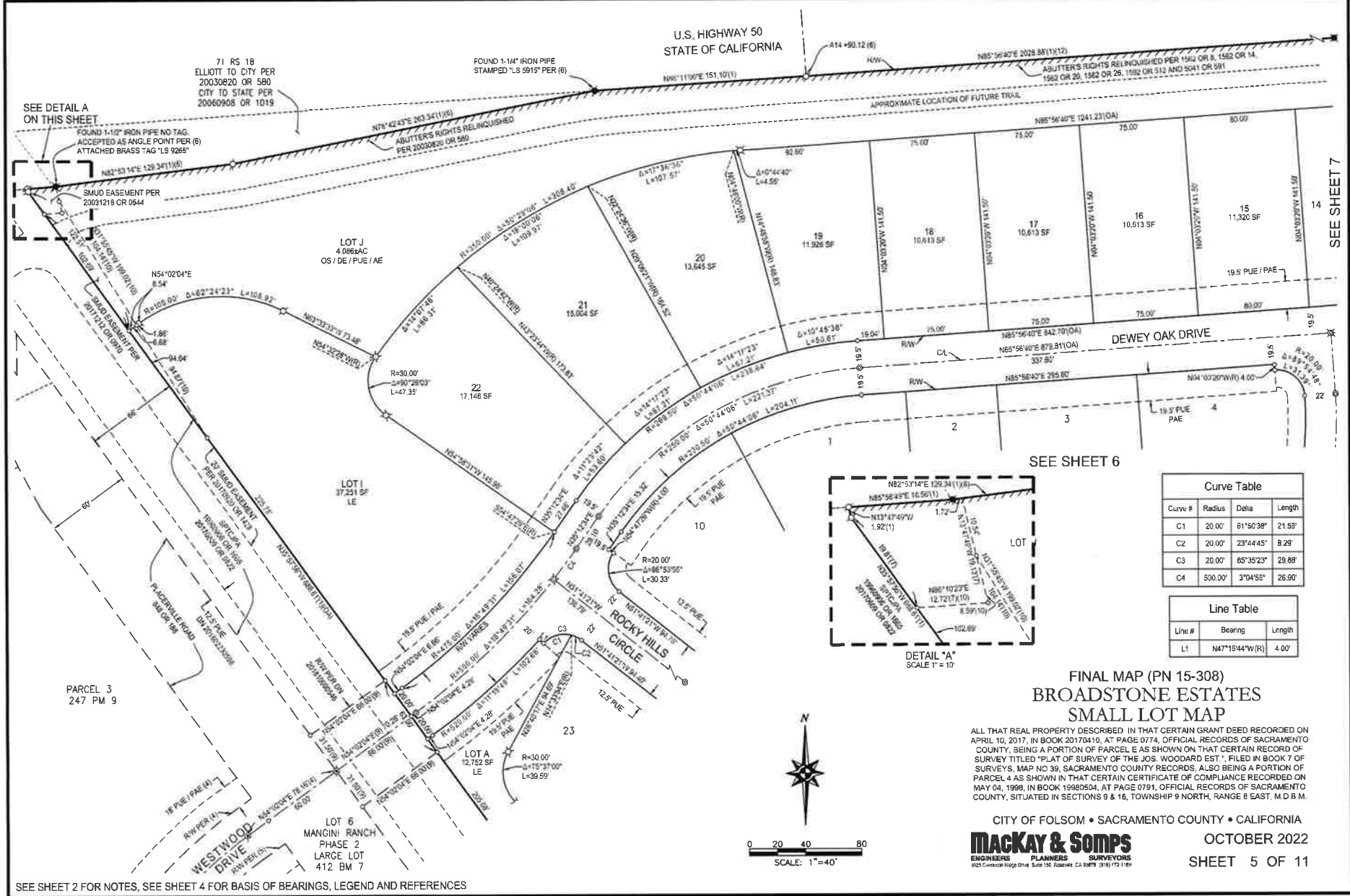


0 60 120 240
 SCALE: 1" = 120'

**FINAL MAP (PN 15-308)
 BROADSTONE ESTATES
 SMALL LOT MAP**

ALL THAT REAL PROPERTY DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED ON APRIL 10, 2017, IN BOOK 20170410, AT PAGE 0774, OFFICIAL RECORDS OF SACRAMENTO COUNTY, BEING A PORTION OF PARCELS AS SHOWN ON THAT CERTAIN RECORD OF SURVEY TITLED "PLAT OF SURVEY OF THE JOS. WOODARD EST.", FILED IN BOOK 7 OF SURVEYS, MAP NO. 39, SACRAMENTO COUNTY RECORDS, ALSO BEING A PORTION OF PARCELS AS SHOWN IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED ON MAY 04, 1998, IN BOOK 19980504, AT PAGE 0791, OFFICIAL RECORDS OF SACRAMENTO COUNTY, SITUATED IN SECTIONS 9 & 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

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 OCTOBER 2022
 SHEET 4 OF 11



71 RS 18
ELLIOTT TO CITY PER
20030820 OR 580
CITY TO STATE PER
20060908 OR 1019

SEE DETAIL A
ON THIS SHEET

FOUND 1-1/2" IRON PIPE NO TAG
ADOPTED AS ANGLE POINT PER (6)
ATTACHED BRASS TAG "LS 9265"

SMUD EASEMENT PER
20031218 OR 0544

LOT J
4.086 AC
OS / DE / PUE / AE

LOT I
37,251 SF
LE

PARCEL 3
247 PM 9

LOT 6
MANGINI RANCH
PHASE 2
LARGE LOT
412 BM 7

FOUND 1-1/4" IRON PIPE
STAMPED "S 5915" PER (6)

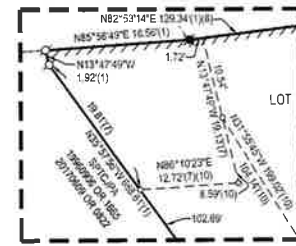
ABUTTER'S RIGHTS RELINQUISHED
PER 20030820 OR 580

U.S. HIGHWAY 50
STATE OF CALIFORNIA

APPROXIMATE LOCATION OF FUTURE TRAIL

SEE SHEET 6

SEE SHEET 7



DETAIL "A"
SCALE 1" = 10'

Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	81°50'38"	21.59'
C2	20.00'	23°44'45"	8.29'
C3	20.00'	85°35'23"	28.88'
C4	500.00'	3°04'58"	26.90'

Line Table		
Line #	Bearing	Length
L1	N47°15'44"W (R)	4.00'

FINAL MAP (PN 15-308)
BROADSTONE ESTATES
SMALL LOT MAP

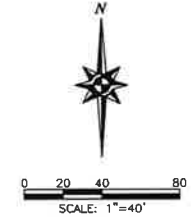
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SHEET 5 OF 11



SEE SHEET 2 FOR NOTES, SEE SHEET 4 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES

FINAL MAP (PN 15-308)
 BROADSTONE ESTATES
 SMALL LOT MAP

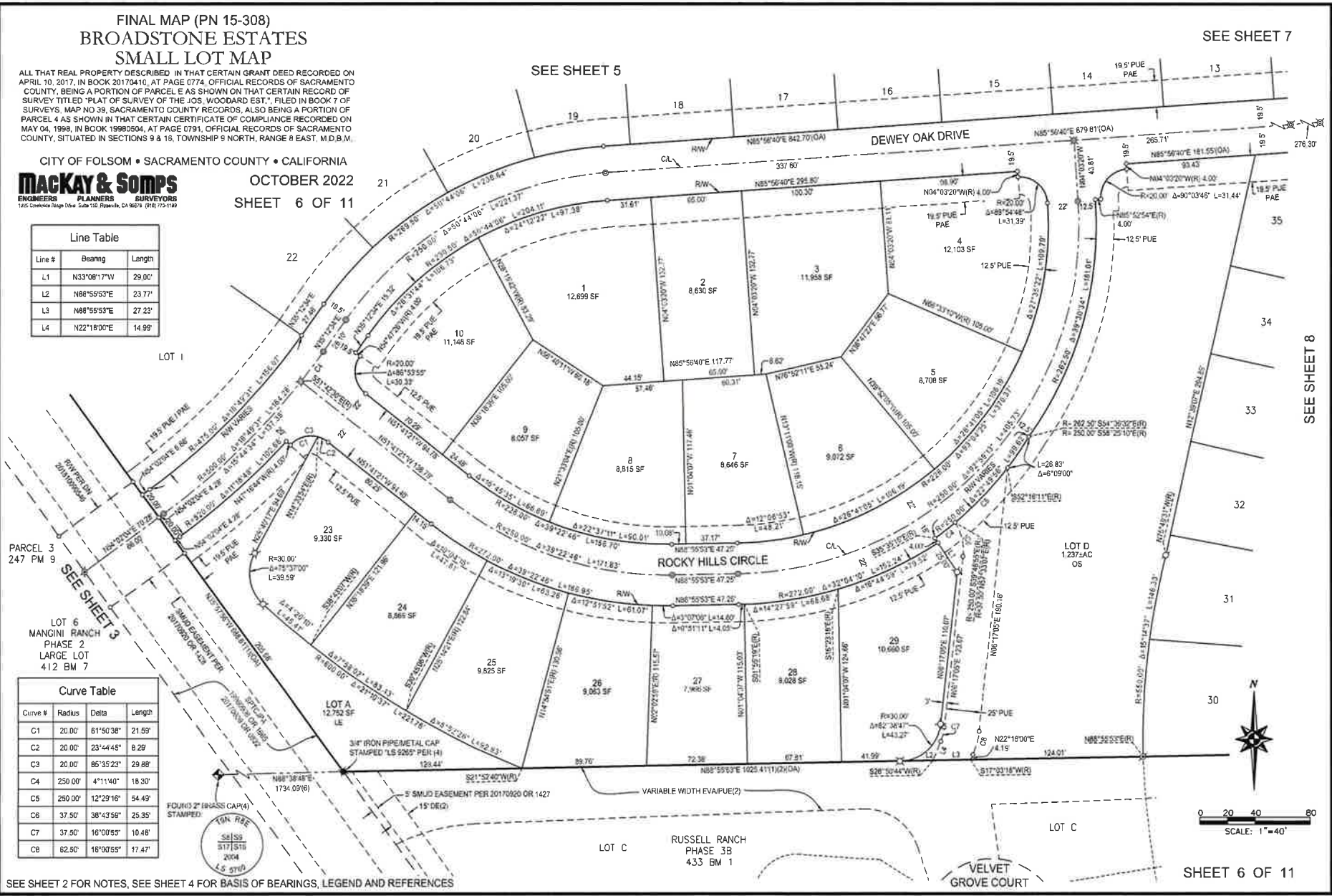
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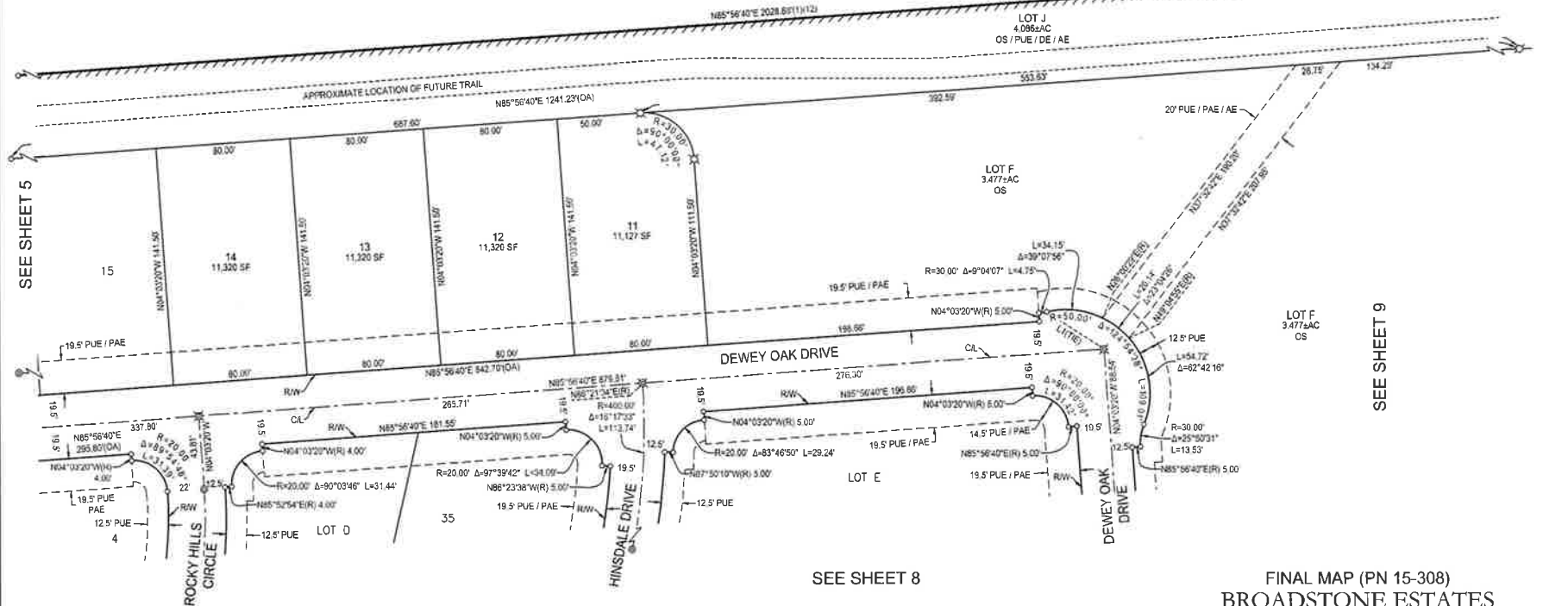
Line Table		
Line #	Bearing	Length
L1	N33°08'17"W	29.00'
L2	N88°55'53"E	23.77'
L3	N88°55'53"E	27.23'
L4	N22°18'00"E	14.99'

Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	61°50'38"	21.59'
C2	20.00'	23°44'45"	8.29'
C3	20.00'	85°35'23"	29.88'
C4	250.00'	4°11'40"	18.30'
C5	250.00'	12°29'16"	54.49'
C6	37.50'	38°43'56"	25.35'
C7	37.50'	16°00'55"	10.48'
C8	62.50'	16°00'55"	17.47'



U.S. HIGHWAY 50
STATE OF CALIFORNIA

ABUTTER'S RIGHTS RELINQUISHED
PER 1562 OR 8, 1562 OR 14, 1562 OR 20,
1562 OR 26, 1562 OR 512 AND 5041 OR 591



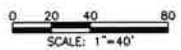
SEE SHEET 5

SEE SHEET 9

SEE SHEET 6

SEE SHEET 8

Line Table		
Line #	Bearing	Length
L1	N56°31'27"W	40.83'



FINAL MAP (PN 15-308)
BROADSTONE ESTATES
SMALL LOT MAP

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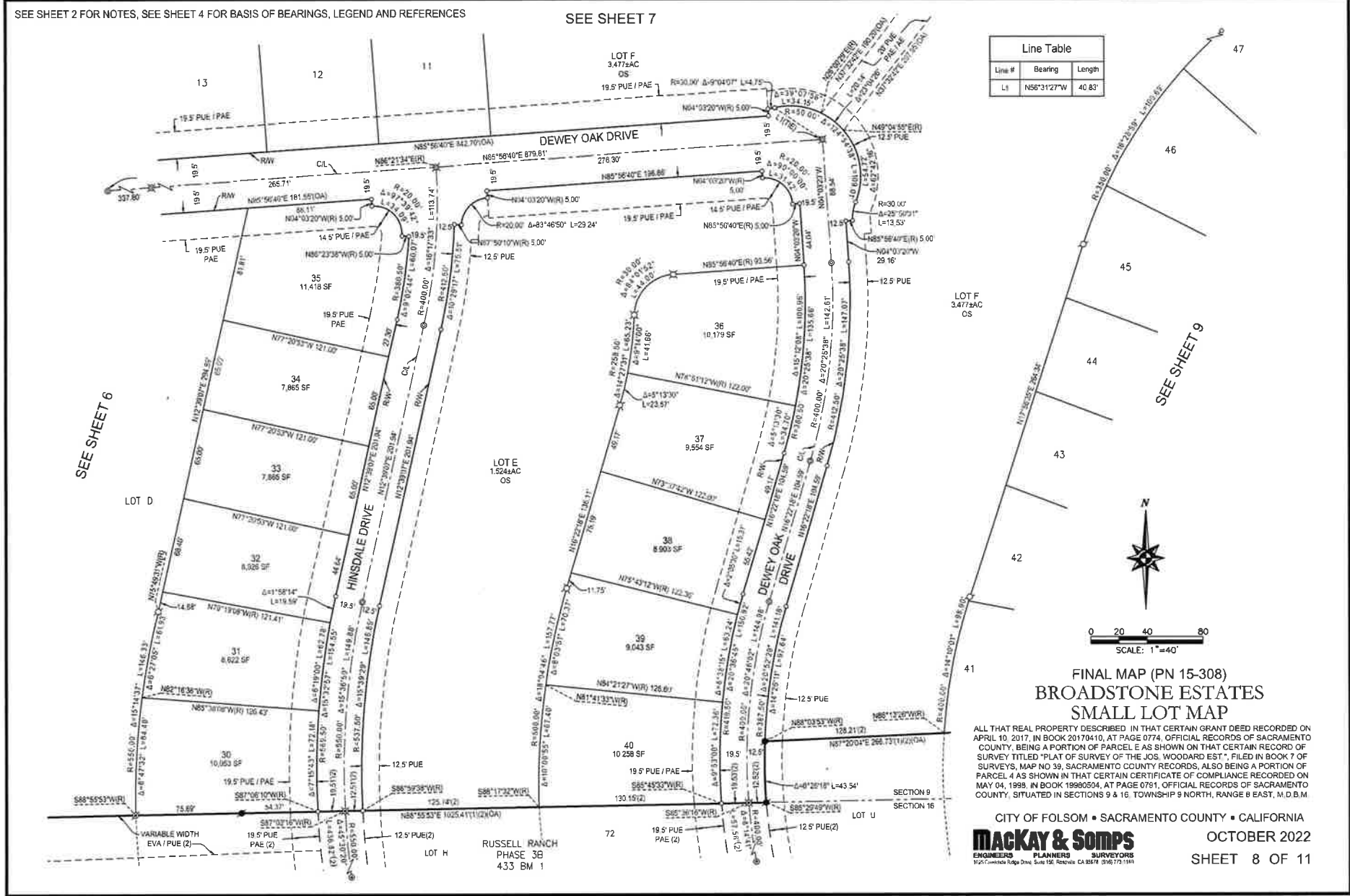
OCTOBER 2022
SHEET 7 OF 11

SEE SHEET 2 FOR NOTES, SEE SHEET 4 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES

SEE SHEET 2 FOR NOTES, SEE SHEET 4 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES

SEE SHEET 7

Line Table		
Line #	Bearing	Length
L1	N56°31'27"W	40.83'



FINAL MAP (PN 15-308)
BROADSTONE ESTATES
SMALL LOT MAP

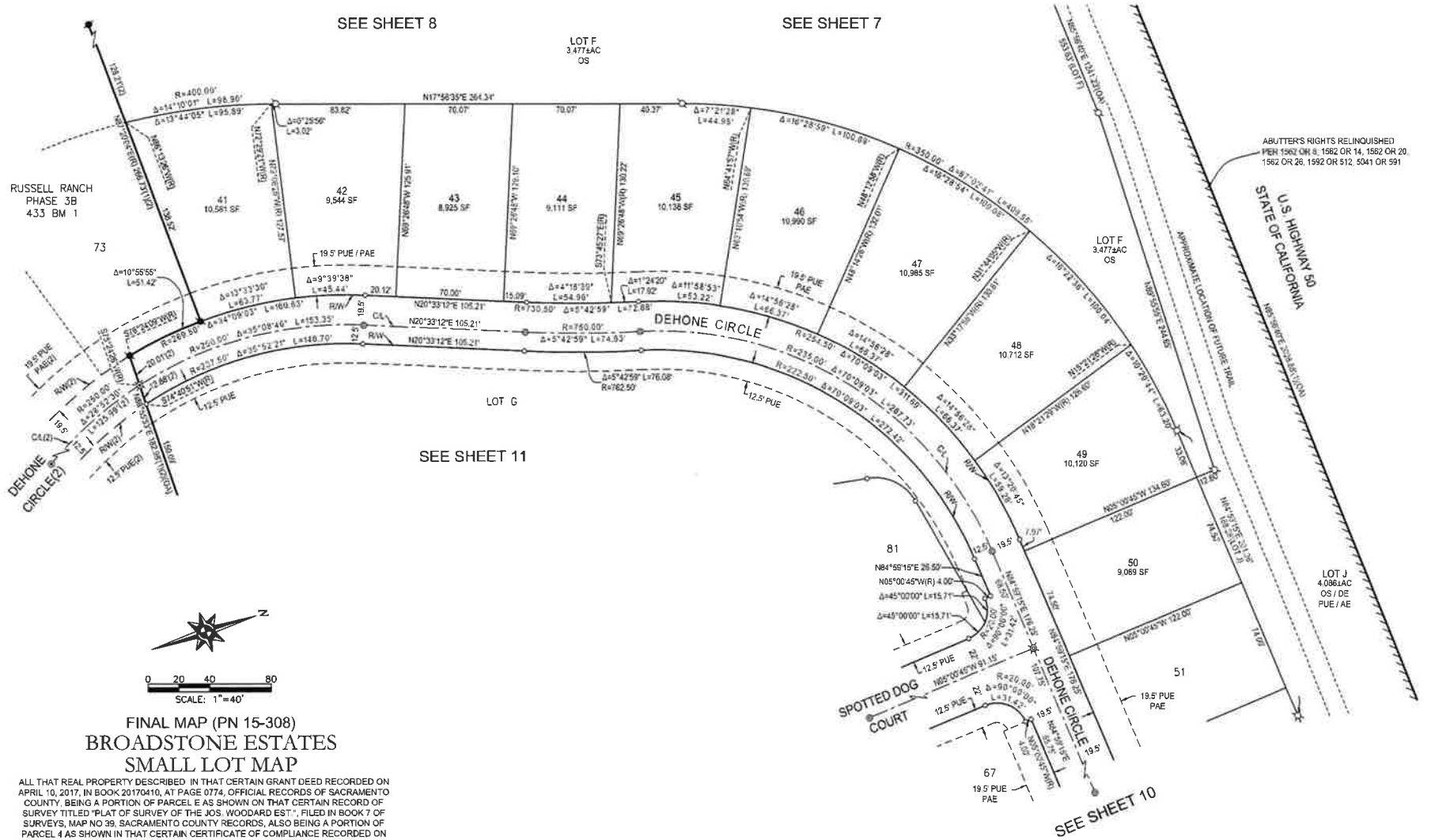
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OCTOBER 2022
 SHEET 8 OF 11

SEE SHEET 8

SEE SHEET 7



0 20 40 80
SCALE: 1"=40'

FINAL MAP (PN 15-308)
BROADSTONE ESTATES
SMALL LOT MAP

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SHEET 9 OF 11

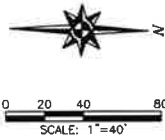
FINAL MAP (PN 15-308)
 BROADSTONE ESTATES
 SMALL LOT MAP

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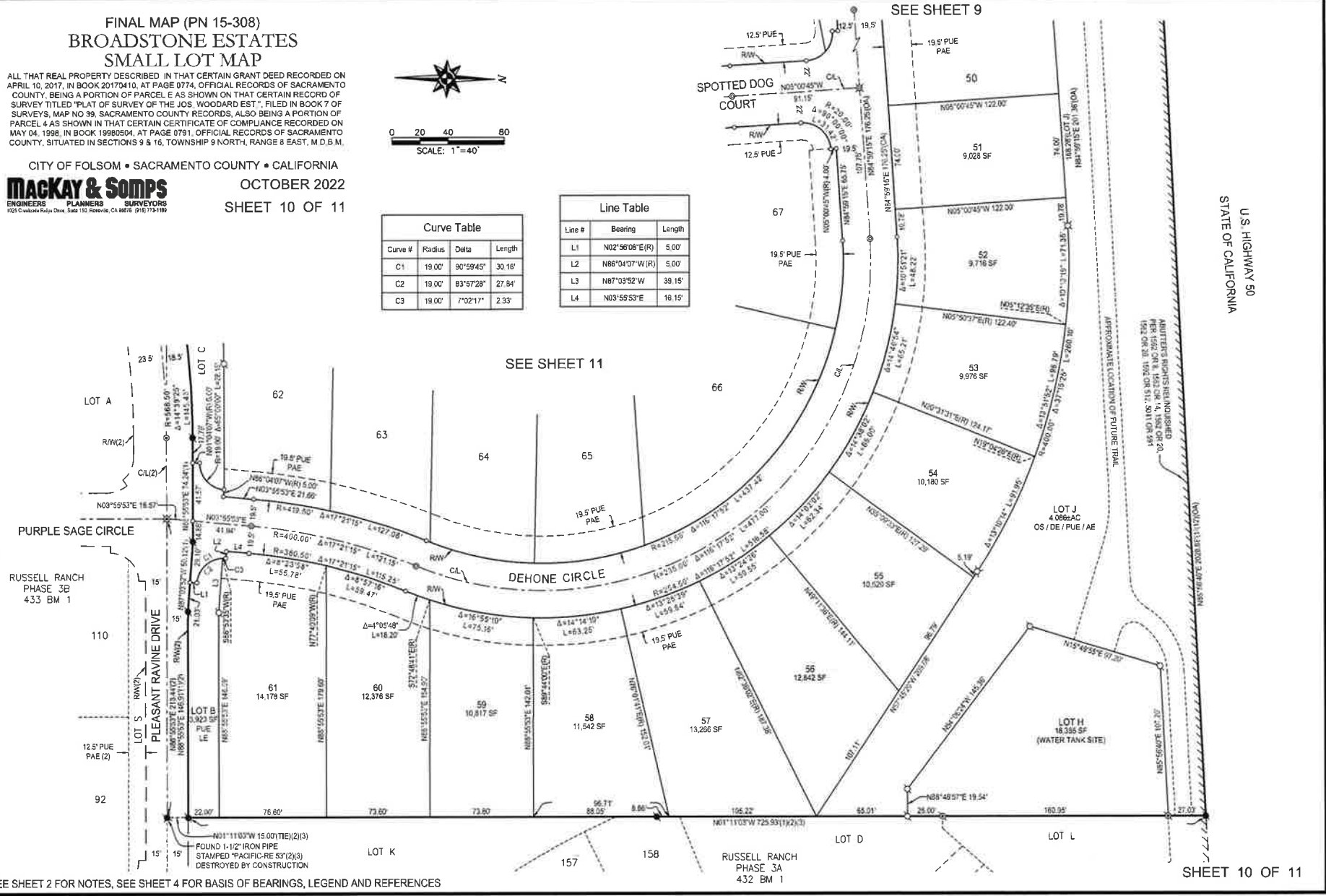
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OCTOBER 2022
 SHEET 10 OF 11



Curve Table			
Curve #	Radius	Delta	Length
C1	19.00'	90°59'45"	30.18'
C2	19.00'	83°57'28"	27.84'
C3	19.00'	7°02'11"	2.33'

Line Table		
Line #	Bearing	Length
L1	N02°56'06"E(R)	5.00'
L2	N88°04'07"W(R)	5.00'
L3	N87°03'52"W	39.15'
L4	N03°55'53"E	16.15'



U.S. HIGHWAY 50
 STATE OF CALIFORNIA

SEE SHEET 2 FOR NOTES, SEE SHEET 4 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES

FINAL MAP (PN 15-308)
 BROADSTONE ESTATES
 SMALL LOT MAP

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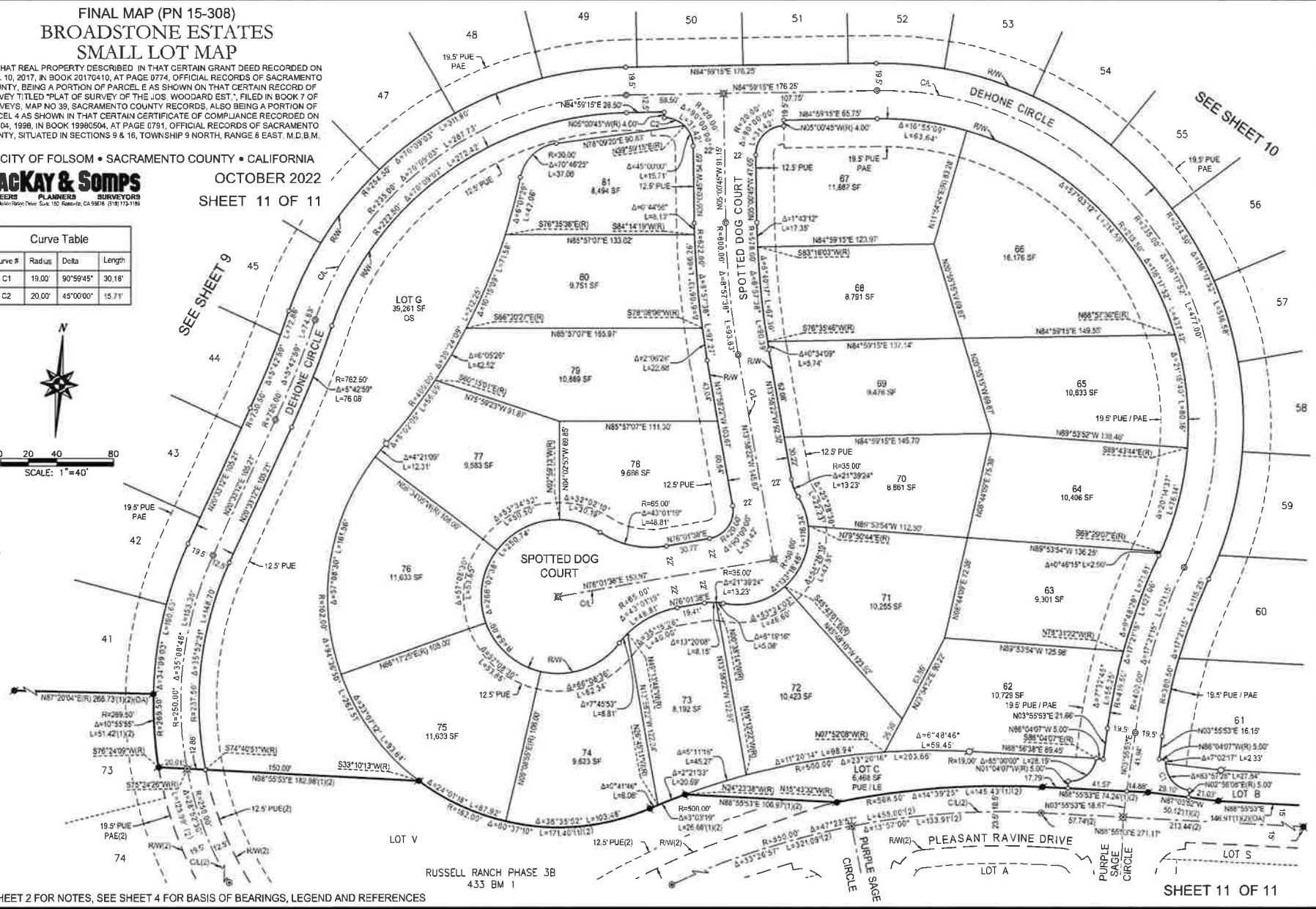
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 SHEET 11 OF 11

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Curve Table			
Curve #	Radius	Delta	Length
C1	19.00'	90°59'45"	30.16'
C2	20.00'	45°00'00"	15.71'



0 20 40 80
 SCALE: 1"=40'



SEE SHEET 2 FOR NOTES, SEE SHEET 4 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES

SHEET 11 OF 11

ATTACHMENT 4

BROADSTONE ESTATES SUBDIVISION VESTING TENTATIVE SUBDIVISION MAP

ATTACHMENT 5

TABLE OF CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION

**CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234)
SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION**

	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
1.		<p><i>Final Development Plans</i> The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Small Lot Vesting Tentative Subdivision Map dated 3-9-17 2. Preliminary Grading and Drainage Plan dated 3-9-17 3. Preliminary Utility Plan dated 3-9-17 4. Preliminary Offsite Improvements Plan dated 3-9-17 5. Russell Ranch and Broadstone Estates at Russell Ranch Design Guidelines 6. Inclusionary Housing Plan <p>The Vesting Small Lot Tentative Subdivision Map, Russell Ranch and Broadstone Estates at Russell Ranch Design Guidelines and Inclusionary Housing Plan are approved for the development of a 81 lot single family residential subdivision (Broadstone Estates Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G,I,M,B	CD (P)(E)	<p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes
2.		<p><i>Plan Submittal</i> All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, M,	CD (P)(E)(B)	<p>Improvement plans for this subdivision have been reviewed approved by the City. Landscape plans for this subdivision have also been reviewed and approved by the City.</p>	Yes
3.		<p><i>Validity</i> This approval of the Vesting Small Lot Tentative Subdivision Map shall be valid for a period of three years or thirty-six months (April 11, 2025). Pursuant to Section 2.2 of Amendment No. 1 to ARDA, the term of the Project Design Guidelines shall track the term of the map.</p>	OG	CD (P)	<p>The small-lot vesting tentative subdivision map for the subdivision was approved by the City Council on April 11, 2017.</p>	Yes

**CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234)
SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION**

	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
4.		<p><i>Improvements in the PFFP</i> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.</p>	M	PFFP, M,B CDD(E)(P)(B), PW, FD, EWR, PR	All required infrastructure to serve the subject subdivisions has been identified and will be required to be constructed prior to the issuance of the first building permit. There is no phasing plan associated with the infrastructure necessary to serve the subject subdivision.	Yes

**CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234)
SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION**

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

**CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234)
SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION**

	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
6.		<p><i>Vesting Tentative Subdivision Map</i> The vesting tentative subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS) and the Broadstone Estates Addendum.</p>	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants	Yes
7.		<p><i>ARDA and Amendments</i> The owner/applicant shall comply with all provisions of Amendment No. 1 to the ARDA and any approved amendments by and between the City and the landowner/developer of the project.</p>	G, I, M, B	CD (E)	The owner/applicant has complied with all of the requirements in the Amended and Restated Development Agreement and all amendments thereto.	Yes
8.		<p><i>Mitigation Monitoring</i> The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or City staff.	Yes

**CONDITIONS OF APPROVAL FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234)
SOUTHEAST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 50 AND PLACERVILLE ROAD
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION**

	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
POLICE/SECURITY REQUIREMENT						
9.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <p>A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.</p> <p>Security measures for the safety of all construction equipment and unit appliances.</p> <p>Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</p>	G, I, B	PD	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City.	Yes
DEVELOPMENT COSTS AND FEE REQUIREMENTS						
10.		<p>Taxes and Fees The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and the Amended and Restated Development Agreement.</p>	OG	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
11.		<p>Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	OG	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
12.		<p><i>FPASP Development Impact Fees</i> The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval or otherwise shall be governed by the terms of Amendment No. 1 to the ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P) PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.
13.		<p><i>Legal Counsel</i> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes
14.		<p><i>Consultant Services</i> If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G,I,M,B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for these services.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
GRADING PERMIT REQUIREMENTS						
15.		<p><i>Phasing Plan</i> The owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, including but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), Recycled water mains and associated infrastructure, sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p>	G,I,M,	CDD(E), EWR, PW, FD	The City has reviewed and approved a phasing plan for this subdivision, which identifies all necessary utilities, points of access for emergency services and off-site improvements necessary to serve this subdivision. All required off-site public improvements for this subdivision have been completed to the satisfaction of the City	Yes

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15. cont.		<p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for vehicle access and/or general traffic purposes for each phase and all off-site utilities deemed necessary as determined by the City Engineer.</p> <p>Improvement plans for all phases that include half sections of streets shall include a minimum of 15 feet of pavement over the centerline, to allow two-way traffic and shall be subject to approval of the Community Development Department and Fire Department.</p> <p>The City will not dictate the order of the phasing provided that the first phase meets the following requirements;</p> <ul style="list-style-type: none"> • All off site utilities (i.e. water, sanitary sewer, recycled water, storm drainage, roadway improvements, etc.) necessary to serve the project shall be completed and accepted by the City Engineer. 	G, I, M			
16.		<p><i>Off-site improvements / Rights of Entry</i> For any improvements constructed on private property that are not under the ownership or control of the owner/applicant (and are not subject to the provisions of the Amended and Restated Development Agreement between the City of Folsom and the property owner), all rights-of-entry, and if necessary, and any permanent easements shall be obtained and provided to the City.</p> <p>All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained and shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G,I	CD (E)	The owner/applicant obtained Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department.	Yes

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17	3A 7-1a	<i>Geotechnical Report</i> Prior to the issuance of any grading permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site preparation, soil bearing capacity, appropriate sources and types of fill, potential need for soil amendments, road, pavement and parking areas, structural foundations, including retaining wall designs, grading practices, soil corrosion of concrete and steel, erosion /winterization, seismic ground shaking, liquefaction and expansive/unstable soils.	G	CD (E)	A geotechnical report has been prepared by the consulting firm of Youngdahl & Associates, Inc., which includes an analysis for site suitability, roadway, and pavement design. The Community Development Department has reviewed and approved the improvement plans for the subdivision to ensure that all recommendations of the Geotechnical report have been addressed.	Yes
18.	3A 7-1a	<i>Geotechnical Recommendations</i> The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.	G	CD (E)	The owner/applicant submitted a grading plan incorporating all geotechnical recommendations for review and received approval by the City.	Yes
19.	3A 7-1b	<i>Geotechnical Monitoring Program</i> The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the site during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan.	G	CD (P) CD (E) (B)	The owner/applicant submitted a plan and retained Youngdahl & Associates for monitoring and testing during construction. Copies of the plan and test results are on file with the Community Development Department	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
20.	3A.7-4	<p><i>Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for all On-Site and Off-site Elements East of Old Placerville Road.</i></p> <p>Before the start of all construction activities east of Old Placerville Road, owner/applicant shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction, if applicable, prior to the start of any blasting activities.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by owner/ applicant with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>	G	CD (E)	The owner/applicant was not required to perform a seismic refraction survey for the grading of this subdivision. The grading was completed and finalized without the need for any blasting and the geotechnical engineer determined during the course of grading that the seismic refraction survey was not necessary. Compliance with this condition was monitored through construction inspection.	Yes

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21.	3B.7-1a	<p><i>Prepare Geotechnical Report(s) for the Off-site Water Facilities and Implement Required Measures.</i></p> <p>The owner/applicant shall provide a comprehensive facility design for all proposed Off-site Water Facility improvements and shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer. The final geotechnical and/or civil engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> ▶ site preparation; ▶ soil bearing capacity; ▶ appropriate sources and types of fill; ▶ potential need for soil amendments; ▶ road, pavement, and parking areas; ▶ structural foundations, including retaining-wall design; ▶ grading practices; ▶ soil corrosion of concrete and steel; ▶ erosion/winterization; ▶ seismic ground shaking; ▶ liquefaction; and ▶ expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the California Building Code that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the owner/applicant.</p>	G, I	CD (E)(EWR)	The required Geotechnical Report in this condition is no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
22.	3B.7-1b	<p><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i></p> <p>Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the California Building Code and American Water Works Association (AWWA) standards.</p>	I	EWR, CD (E)	The improvements plans for all water systems have isolation valves and incorporate design standards that allow the City to isolate portions of the City's water system in the event of failure.	Yes

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23.		<p><i>Mine Shaft Remediation</i> The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes
24.	3A1-4	<p><i>Material Storage Areas</i> The owner/applicant shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p>	G	CD (P) CD (E) (B)	Staging areas for this subdivision were shown on the approved grading plans and located away from biologically sensitive areas.	Yes
25.		<p><i>Retaining Walls</i> All retaining walls constructed on the open space lots or in any area visible to the public shall be constructed of rockery or split face masonry block. If the adjoining portion of the Russell Ranch subdivision (located to the south and east of the subject property) has been constructed or is approved to be constructed prior to construction of the Broadstone Estates Subdivision, the materials to be used for the retaining walls for the Broadstone Estates project shall be the same as those used on the Russell Ranch project.</p>	G	CD (P) (E)	The Community Development Department has reviewed and approved the retaining wall material for this subdivision and they are consistent with the adjoining Russell ranch subdivision which is recently been constructed.	Yes

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26.	3A 14-1	<p><i>Traffic and Parking Management Plan</i> Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flagperson to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> • Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns. • Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. • Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control. • Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle access. 	G	CD (E), PW	The owner/applicant submitted a joint traffic management plan that was approved by the City Engineer and is on file at the Community Development Department.	Yes

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

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28.		<p><i>Assess Pre-Off-site Water Facilities Roadway Conditions.</i> Prior to construction, the owner/applicant shall be responsible for assessing current road conditions for off-site improvement haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered into with applicable jurisdictions prior to construction that details post construction road restoration requirements. Staff with Sacramento County or Folsom shall review the post construction restoration standards for each of the affected roadways. The owner/applicant shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.</p>	G	CD (E)	The required roadway assessments in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes

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29.	3A.2-4a 3A.2-4b	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>The owner/applicant(s) shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity. Each plan shall be developed by the owner/applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling for more than 3 minutes. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>Signs shall be posted at all truck loading areas which indicate that diesel-powered trucks must be shut off when not in use for longer than 3 minutes on the premises in order to reduce idling emissions.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the owner/applicant for the respective phase of development.</p>	G	CD (E) SMAQMD	<p>The owner/applicant is required to submit a monthly equipment usage report to the Sacramento Metropolitan Air Quality Management District (SMAQMD). Copies of the monthly reports are available upon request from the City.</p> <p>The Solid Waste Diversion and Recycling was not required as the Off-site Water Facilities do not include the construction of the Off Site Water Facilities in Rancho Cordova and unincorporated areas of Sacramento County.</p>	Yes

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30.	3B.2-3b	<p><i>Conduct Project-Level Diesel Particulate Matter (DPM) Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.</i></p> <p>Screening-level DPM assessments shall be conducted for diesel-powered pump operations proposed within 200 feet of residences or other sensitive receptors. These analyses should include exact distances between the receptors and operations, and include the actual DPM emissions for the engines proposed. If the analysis shows an annual average DPM concentration from project operations at residences within 200 feet of the DPM source to be greater than 0.024 µg/m³, the engine location shall be moved to a location where the annual average DPM concentration from project emissions at the residences is less than 0.024 µg/m³. The acceptable concentration of 0.024 µg/m³ was determined using the current OEHHA cancer potency factor and methodology for diesel exhaust (OEHHA 2003). If diesel exhaust concentrations at the affected receptor would be below 0.024 µg/m³, then the cancer health risk would be less than 9.9 cancers in a million population.</p>	G	CD (E)(P)	The development of this subdivision has been conducted where there are no existing residences within 200 feet of any of the construction related activity. Therefore the study required for this condition was not required.	Yes

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31.	3B 4-1a	<p><i>Implement Greenhouse Gas Reduction Measures during Construction.</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <p>1) Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer's specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the Sacramento Metropolitan Air Quality Management District (SMAQMD).</p> <p>2) Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 3 minutes or for such other more restrictive time as may be required in law or regulation.</p> <p>3) On-site construction vehicles and equipment will use Air Resources Board (ARB)-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required.</p> <p>4) A Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) shall be in place that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.</p>	G	CDD(E), (P)	The owner/applicant has included several approved recommendations from the SMAQMD for implementation during construction. See Condition #39 for a more detailed list of construction implementation measures.	Yes

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31. cont.		<p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>				
32.	3A 4-1	<p><i>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall obtain the most current list of greenhouse gas reduction measures that are recommended by Sacramento Metropolitan Air Quality Management District (SMAQMD) and stipulate how those measures be implemented within the project notes. The owner/ applicant(s) may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular greenhouse gas reduction measures, shall be approved by the City, in consultation with SMAQMD prior to approval of a grading permit. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and California Air Resources Board.</p>	G	CD (E)(P) SMAQMD CARB	The owner/applicant has included several approved recommendations from the SMAQMD for implementation during construction. See Condition #39 for a more detailed list of construction implementation measures.	Yes

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33.	<i>3A.2-1g</i>	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.</i></p> <p>The off-site elements could result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the owner/applicant shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day).</p> <p>The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. Calculation of fees associated with each off-site element shall be conducted by the owner/applicant in consultation with SMAQMD staff before the approval of respective grading plans. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees for construction of the off-site improvements would vary according to the timing and potential overlap of construction schedules for off-site elements.</p> <p>Mitigation for the off-site improvements outside of the City of Folsom's jurisdictional boundaries shall be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>	G	CD (E)(P) SMAQMD	The required NOX emission fees in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
34.	3B.2-1a	<p><i>Develop and Implement a Construction NOX Reduction Plan.</i></p> <p>Consistent with SMAQMD requirements, the owner/applicant shall provide a plan for demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction.</p> <p>Prior to construction, the owner/applicant's contractor shall submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted quarterly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the owner/applicant shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p>	G,I	SMAQMD	<p>The owner/applicant provided the comprehensive equipment list to SMAQMD prior to commencement of grading and SMAQMD approved the DMP for this subdivision. Additionally, monthly equipment usage and emissions were reported to the Sacramento Metropolitan Air Quality Management District. Dust control best management practices were implemented to control fugitive dust and offsite track out material.</p>	Yes
35.	3B.2-1b	<p><i>Conduct Visible Emissions Testing and if Non-Compliance, Repair Equipment Immediately.</i></p> <p>The owner/applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least monthly, and a quarterly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.</p>	G,I	CD (E)(P) SMAQMD	<p>The owner/ applicant has provided continuous monitoring of construction equipment during the course of construction. General notes have been included on the approved grading plans for the subdivision and compliance is monitored through construction inspection by the City.</p>	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
36	3A 2-2	<p><i>Folsom Plan Area Specific Plan Air Quality Mitigation Plan</i></p> <p>The owner/applicant shall implement all applicable measures in the Sacramento Metropolitan Air Quality Management District approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan.</p>	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)	The owner/applicant has complied with all applicable air quality mitigation measures included in the Air Quality Mitigation Plan. Compliance is monitored through construction inspection by the City.	Yes
37	3A2-5	<p><i>Naturally Occurring Asbestos</i></p> <p>Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground</p>	G	Sacramento Metropolitan Air Quality Management District CD (E) (P)	The owner/applicant has assumed the presence of NOA and implemented an Asbestos Dust Mitigation Plan during construction. The Mitigation Plan has been reviewed and approved by the SMAQMD prior to the issuance of a grading permit. On-site inspection and monitoring has been conducted to ensure compliance with these measures.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
37. cont.		<p>disturbance, keeping storage piles wet or covered, and track-out prevention and removal.</p> <p>The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.</p>				
38.	3A 2-1h	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</p> <p>Prior to construction of any improvements that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM10 emissions pursuant to Sacramento Metropolitan Air Quality Management District guidance that is in place at the time the analysis is performed.</p>	G	<p>Sacramento Metropolitan Air Quality Management District</p> <p>Caltrans</p> <p>Sacramento County</p> <p>CD (E) (P)</p>	<p>The required analysis in this condition is no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.</p>	Yes

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38 cont.		<p>Sacramento Metropolitan Air Quality Management District emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the California Ambient Air Quality Standards and National Ambient Air Quality Standards at a nearby receptor, then the owner/applicant shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust emission and fugitive PM10 dust emissions in accordance with Sacramento Metropolitan Air Quality Management District guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.</p> <p>Mitigation for the any construction outside of the City of Folsom's jurisdictional boundaries shall be developed by the owner/applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>				

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39.	<p><i>3A 2-1a</i> <i>3A 2-1d</i> <i>3A 2-1f</i></p>	<p><i>Basic Construction Emission Control Practices</i></p> <p>The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District 's list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District –recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations.</p> <p>The following shall be noted on Grading Plans and building construction plans:</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. 	G, I, B	<p>Sacramento Metropolitan Air Quality Management District</p> <p>CD (E) (P)</p>	<p>The grading and improvement plans for this subdivision included the applicable notes. Additionally, monthly equipment usage and emissions were reported to the Sacramento Metropolitan Air Quality Management District. Dust control best management practices were implemented to control fugitive dust and offsite track out material.</p>	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
39 cont.	3A 2-1a 3A 2-1d 3A 2-1f	<p>Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</p> <ul style="list-style-type: none"> • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> • Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. • Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. • Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. • Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. 	G, I, B	<p>Sacramento Metropolitan Air Quality Management District</p> <p>CD (E) (P)</p>		

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39 cont.	3A 2-1a 3A 2-1d 3A 2-1f	<p>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> • Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. • Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. • Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan Air Quality Management District and the City contact person shall also be posted to ensure compliance. <p>Enhanced Exhaust Control Practices</p> <p>The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District , demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</p>	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)		

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39 cont.	3A 2-1a 3A 2-1d 3A 2-1f	<p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used within the project area do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p>	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)		

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39 cont.	3A 2-1a 3A 2-1d 3A 2-1f•	If at the time of grading and/or construction, Sacramento Metropolitan Air Quality Management District has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District.	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)		
40.	3B.2-1c	<i>Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.</i> The owner/applicant shall implement fugitive dust control measures and a particulate matter monitoring program during construction. The owner/applicant shall ensure implementation of dust control measures and a particulate matter monitoring program during each phase of construction. Dust control measures may include, but are not limited to, the following: <ul style="list-style-type: none"> ▶ minimize on-site construction vehicle speeds on unpaved surfaces; ▶ post speed limits; ▶ suspend grading operations when wind speeds exceed 20 m.p.h. ▶ pave, water, use gravel, cover, or spray a dust-control agent on all haul roads; ▶ Prohibit no open burning of vegetation during project construction; ▶ Chip or deliver vegetative material to waste-to-energy facilities; ▶ reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Condition 39; ▶ clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and ▶ water and keep moist exposed earth surfaces, graded areas, storage piles, and haul roads as needed to prevent fugitive dust. 	G,I	CD (E)(P)	The owner/ applicant has provided continuous monitoring of construction equipment and fugitive dust during the course of construction. General notes have been included on the approved grading plans for the subdivision and compliance is monitored through construction inspection by the City.	Yes

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41.		<i>Minimum Pad Elevations for Noise Attenuation</i> The elevation of all building pads shall be no less than those shown on the preliminary grading and drainage plan dated March 9, 2017.	G,I	CD (E) (P)	The Community Development Department has reviewed and approved the grading plans to verify that all proposed building pad elevations in the subdivision are in compliance with the preliminary grading and drainage plan.	Yes
42.	3B.2-3a	<i>Locate Pump Stations Away from Sensitive Receptors.</i> New pumping stations including back-up diesel generators shall be located more than 200 feet away from sensitive receptors. Electrically-powered pumps shall be used to power new pumps, to the extent practicable.	I	CD (E)	There are no proposed pump stations within 200 feet of any sensitive receptor in this subdivision.	Yes
43.	3B.11-1a	<i>Limit Construction Hours.</i> Construction activities shall be limited to daylight hours between 7 a.m. and 7 p.m. Monday through Friday, and 9 a.m. and 5 p.m. on Saturday. No construction shall be allowed on Sundays or holidays.	I	CD (E), PW	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes

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44.	3B.11-1b	<i>Minimize Noise from Construction Equipment and Staging.</i> Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools, where used. The City's construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors.	G,I	CD (E), PW	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes
45.	3B.11-1c	<i>Maximize the Use of Noise Barriers.</i> Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. If feasible, noise barriers shall be used at the construction site and staging area. Temporary walls, stockpiles of excavated materials, or moveable sound barrier curtains would be appropriate in instances where construction noise would exceed 90 dBA and occur within less than 50 feet from a sensitive receptor. The final selection of noise barriers will be subject to the City's approval and shall provide a minimum 10 dBA reduction in construction noise levels.	G,I	CD (E)(P)	The Community Development Department has reviewed and approved the grading plans for this subdivision that includes all of the required masonry noise barriers. The noise barriers are in compliance with the subdivision approved noise analysis	Yes
46.	3B.11-1d	<i>Prohibit Non-Essential Noise Sources During Construction.</i> No amplified sources (e.g., stereo "boom boxes") shall be used in the vicinity of residences during project construction.	G,I,B	CD (E)(P)	A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes

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47.	3B.11-1e	Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. The owner/applicant shall provide an on-site complaint and enforcement manager that shall track and respond to noise complaints during grading and construction. The City shall also provide a mechanism for residents, businesses, and agencies to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the required hours.	G,I	CD (E)(P)	The grading contractor for this subdivision has been on-site throughout the course of grading for this subdivision to verify compliance with this condition. Compliance by the City has been performed through construction inspection.	Yes
48.	3A 11-1 3B1-3a	Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom. <ul style="list-style-type: none"> • Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays. These hours may be expanded to include Saturday and Sunday between 8 a.m. and 6 p.m. provided there are no sensitive receptors within 1500 feet, subject to the sole discretion of the city. • All construction equipment and equipment staging areas (including rock crushing operations) shall be located as far as possible from nearby noise-sensitive land uses. • All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. • All motorized construction equipment shall be shut down when not in use to prevent idling. • Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off- site instead of on-site). 	G, I, B	CD (P) CD (E) (B)	A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes

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48. cont.		<ul style="list-style-type: none"> • Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. • Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. • To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). • When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. 				
49.	3B.16-3a	<p>Minimize Utility Conflicts by Implementing an Underground Services Alert. Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as “pot-holing”). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.</p>	G	CD (E)(P) Underground Services Alert	A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
50.		<p><i>Grading in Utility Easement</i> The owner/applicant shall obtain a consent agreement, letter of waiver and/or an encroachment permit from Pacific Gas and Electric, SMUD, WAPA, etc. for any proposed grading and/or construction in any existing tower line and/or underground facility easement. The owner/applicant shall provide the approved consent agreement, letter of waiver and/or encroachment permit to the City prior to approval of any grading and/or improvement plans.</p>	G	CD (E)	The owner/applicant has obtained all required utility easements for the development of this subdivision. The overhead power line through this subdivision has since been placed underground and no additional permits are required.	Yes
51.	3A-7.3	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i> Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of a grading permit. The plan shall be consistent with the City's Grading Ordinance, where applicable, the state's NPDES permit, the FPASP preliminary grading plans and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of temporary detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot.</p> <p>The owner/applicant(s) shall ensure that the construction contractor is responsible for securing a source for transportation and deposition of excavated materials.</p>	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan which has been approved by the City. A copy is available from the Community Development Department.	Yes

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52.	3A7-3	<i>Erosion Control Plan</i> Prior to the approval of the final facilities design, commencement of grading and/or construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure and a copy is available from the Community Development Department.	Yes
53.	3A7-3	<i>Erosion and sedimentation control measures</i> Erosion and sedimentation control measures shall be incorporated into all grading and/or construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u><i>Erosion and Sedimentation Control Standards and Specifications</i></u> -current edition and as directed by the Community Development Department.	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure and a copy is available from the Community Development Department.	Yes

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54.	3A 9-1	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</i></p> <p>The owner/applicant of the project disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the State Water Resources Control Board's National Pollution Discharge Elimination System stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Plan and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> ○ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences ● the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ● the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ● spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; 	G	CD (E)	The owner/applicant obtained a NPDES Stormwater Permit and prepared a project specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes Best Management Practices (BMP's) including but not limited to slope stabilization, inlet protections, sedimentation ponds and silt fencing. The SWPPP was provided to the City prior to grading.	Yes

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54. cont.		<ul style="list-style-type: none"> • personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Plan; and • the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Plan. <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Plan shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> • Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. • Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. • Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved Storm Water Pollution Prevention Plan shall be maintained and available at all times on the construction site.</p>	G	CD (E)		

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55.	3A-9.2	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>The owner/applicant shall submit a final drainage plan to the City demonstrating that off-site upstream runoff will be appropriately conveyed through the Folsom Plan Area, and that project-related on-site runoff will be appropriately conveyed and contained in detention basins or managed through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts and provide water quality treatment.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> • a drainage swale, located at the base of the noise berm, shall be included to prevent sheet flow from the berm flowing onto the Class 1 bike trail. Inlets and under drains shall be included as necessary. • an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; • runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; • a description of the proposed maintenance program for the on-site drainage system; • project-specific standards for installing drainage systems; • City flood control design requirements and measures designed to comply with them; <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following:</p>	G, I	CD (E)	<p>The owner/applicant provided a preliminary drainage plan at the time of Tentative Map approval. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan.</p>	Yes

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55 cont.	3A-9.2	<ul style="list-style-type: none"> i. Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; iii. Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; iv. Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and v. Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom).</p>	G	CD (E), PW		

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56.		<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> • A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. • Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" (the City's MS4NPDES permit, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004). • Source control programs to control water quality pollutants within the project, which may include but are not limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. • A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. • LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> • surface swales; • replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • impervious surfaces disconnection; and • trees planted to intercept stormwater. 	G	CD (E)	<p>The Owner/Applicant is in compliance with the Storm Water Pollution Prevention Plan (SWPPP) for the subdivision. General notes have been included on the approved grading and public infrastructure plans to address this condition. Compliance has been monitored through construction inspection.</p>	Yes

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56. cont.		<ul style="list-style-type: none"> • New stormwater facilities shall be placed along the natural drainage courses within the project to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site improvements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>				

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57.	3A 8.7	<p><i>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</i></p> <p>To ensure that the operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the owner/applicant shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval prior to issuance of the grading permit for the proposed detention basins under the City's jurisdiction.</p> <p>The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> • Description of the project. • Description of detention basins and all water features and facilities that would control on-site water levels. • Goals of the plan. • Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> i. BMPs that would be implemented on-site; ii. public education and awareness; iii. sanitary methods used (e.g., disposal of garbage); iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and v. stormwater management. 	G	CD (E) Sacto. County	A Vector Control Plan was prepared and submitted to the City for review and approval. The plan incorporated various Best Management Practices in consultation with the Sacramento-Yolo Mosquito and Vector Control District. A copy of the Vector Control Plan is available from the Community Development Department.	Yes

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57 cont.		<ul style="list-style-type: none"> • Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the owner/applicant shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for the site conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; • perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; • design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; • coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; • enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; • if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and • design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). 	G	CD (E)		

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57 cont.		<ul style="list-style-type: none"> i. Surface swales; ii. Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); iii. Impervious surfaces disconnection; and iv. Trees planted to intercept stormwater. 		CD (E)		
58.	3B.9-1b	<p><i>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</i></p> <p>All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWCQB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.</p>	G	CD (E) CVRWQCB	All water discharges from hydrostatic testing were approved by the City and in accordance with RWQCB requirements.	Yes
59.		<p><i>State and Federal Permits</i></p> <p>The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P) CD (E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department.	Yes

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60.	3A 3-1a 3A 3-1b	<p><i>Clean Water Act Sections 401 and 404 Permits</i> Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State's Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet of Waters of the U.S, or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with United States Army Corps Of Engineers and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to United States Army Corps Of Engineers, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffers shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of United States Army Corps Of Engineers, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City.</p>	G, I	CD(P) CD (E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board	The owner/applicant obtained these permits for Backbone improvements and project specific improvements prior to implementing ground disturbing activity. Compliance reports are on file with the Community Development Department.	Yes

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61.		<p><i>Water Quality Certification</i> A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)	The owner/applicant obtained a Section 401 Water Quality certification for the backbone and project specific improvements. All required measures were implemented prior to construction.	Yes
62.	3A3-4a.	<p><i>Master Streambed Alteration Agreement</i> The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from California Department of Fish and Wildlife for all construction activities that would occur in the bed and bank of California Department of Fish and Wildlife jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to California Department of Fish and Wildlife 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.</p> <p>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to California Department of Fish and Wildlife jurisdiction. The agreement shall be executed by the owner/applicant and California Department of Fish and Wildlife before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under California Department of Fish and Wildlife jurisdiction.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	The owner/applicant submitted and received approval of a Sub-notification Form (SNF) from the California Dept. of Fish & Wildlife. All required mitigation or project conditions were satisfied in accordance with the SNF authorization. A copy of the SNF is available from the Community Development Department.	Yes

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63.	3B 3-1c	<p><i>Restore All Waters Impacted by Trenching and Temporary Construction Staging</i> For all crossings of waters of the U.S. or State in which the use of trenchless technologies are not feasible, the City shall ensure that all waters impacted by trenching activities are restored to pre-project conditions. In addition, within 30 days following project construction, the owner/applicant shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to preproject conditions. At minimum, the City shall ensure that the following measures are implemented during construction:</p> <ul style="list-style-type: none"> ▶ Conduct trenching and construction activities across drainages during low-flow (e.g., <1 to 2 cfs) or dry periods as feasible; ▶ If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway; ▶ Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone; ▶ Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands; ▶ Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas; ▶ Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions. 	G	CD (E)	The Owner/Applicant has restored all areas required under the Permit. Annual monitoring is ongoing and a copy of the Annual Monitoring Report is available with the Community Development Department.	Yes

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

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
64.	3A 3-2a	<p><i>Swainson's Hawk Nesting Habitat</i> A qualified biologist shall be retained by the owner/applicant to conduct preconstruction surveys and to identify active Swainson's Hawk nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of grading and construction. To the extent feasible, guidelines provided in <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000)</i> shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's Hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. California Department of Fish and Wildlife guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active nests were found.	Yes

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65.	3A 3-2b	<p><i>Swainson's Hawk Habitat</i> Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the owner/applicant shall secure suitable Swainson's Hawk foraging habitat to ensure appropriate mitigation of habitat value for Swainson's Hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with California Department of Fish and Wildlife and a qualified biologist.</p> <p>The habitat value or shall be based on Swainson's Hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California. If such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement, the ratio for habitat value shall be 0.5:1. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County and the habitat value shall be 1:1. The City, after consultation with California Department of Fish and Wildlife, will determine the appropriateness of the mitigation land.</p> <p>The owner/applicant shall transfer said Swainson's Hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and California Department of Fish and Wildlife named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with California Department of Fish and Wildlife. After consultation with California Department of Fish and Wildlife and the Conservation Operator, the City shall approve the content and form</p>	G	CD (P) California Department of Fish and Wildlife	The Owner has secured and recorded a Conservation Easement on a City approved site in Sacramento County. A copy of the recorded easement is available from the Community Development Department.	Yes

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65 cont.		<p>of the conservation easement. The City, California Department of Fish and Wildlife, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, The owner/applicant, California Department of Fish and Wildlife, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and California Department of Fish and Wildlife.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and California Department of Fish and Wildlife. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife		

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66.	3A 3-2a	<p><i>Burrowing Owl</i> A qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active Burrowing Owl burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of grading and construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with California Department of Fish and Wildlife. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no burrowing owls were located.	Yes
67.		<p><i>Nesting Raptors</i> To mitigate impacts on nesting raptors, a qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development</p> <p>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G.	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and one active nest was found and buffer areas and protocols were established during construction.	Yes

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68.	3A.3-2c	<p><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i></p> <p>To avoid and minimize impacts to tricolored blackbird, the owner/applicant of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active nesting colonies were found.	Yes

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69		<p><i>Other Nesting Special-Status and Migratory Birds</i> The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31).The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active nests were found.	Yes
70.		<p><i>Animal Barrier</i> To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist’s recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding ½-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p>	G	CD (E) (P)	A protective orange fence was installed along the perimeter of disturbed areas. The barrier fencing included in this condition was not required since none of the grading for this subdivision was adjacent to any existing development.	Yes

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71.	3 A 5-1a 3A 5-2 3A 5-3	<p><i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p>The owner/applicant shall retain a qualified archaeologist to prepare and disseminate a contractor awareness training program for all construction supervisors. The sensitivity training program will provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. The training shall be carried out each time a new contractor will begin work in the project area, and a minimum of once at the start of each construction season by that contractor, the qualified archeologist shall submit the completed training attendance roster and a copy of the training materials to the City and the USACE within 48 hours of delivery of the training program.</p>	G	CD CD (E) USACE	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Dept.	Yes

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72.	3A 5-3	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission (NAHC), which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p> <p>If the owner/applicant does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the owner/applicant shall rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p>	OG	Sacramento County Coroner Native American Heritage Commission CD (P) CD (E)	No human remains were discovered during construction.	Yes

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73.	3A5-2	<p><i>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p>Before the start of any earthmoving activities, the owner/applicant shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The owner/applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>	G	CD (E) (P),	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Department.	Yes
74.	3A 5-1a	<p><i>Geoarcheological Monitoring</i></p> <p>In the event that any grading will occur within areas determined to require geoarcheological monitoring, the owner/applicant shall retain a qualified professional geoarcheologist who has a graduate degree in the specialized discipline, possesses a demonstrated ability to carry research to completion, and has at least 24 months of professional experience and/or specialized training in geoarcheology. The geoarcheologist shall monitor the ground disturbing activities in the affected areas down to 1.5 meters below the surface. The monitoring geoarcheologist shall submit proof of monitoring in the form of daily field monitoring logs to the City and the US Army Corps of Engineers within 48 hours of completion of monitoring activities.</p>	G	CD (E) (P)	The owner/applicant retained a qualified geo-archeologist in predetermined areas during construction and the geo-archeologist provided all of the required reports to the USACOE.	Yes

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75.	3B.8-1a	<p>Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.</p> <p>The City shall ensure, through the enforcement of contractual obligations, that all contractors transport, store, and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by Caltrans, Central Valley RWQCB, local fire departments, and the County environmental health department.</p> <p>Recommendations shall include as appropriate transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using applicable Federal, state and/or local regulatory agency protocols. In addition, all precautions required by the Central Valley RWQCB-issued NPDES construction activity stormwater permits shall be taken to ensure that no hazardous materials enter any nearby waterways.</p> <p>In the event of a spill, the City shall ensure, through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the local fire departments, the local environmental health department, or any other regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media.</p> <p>The storage, handling, and use of the construction-related hazardous materials shall be in accordance with applicable Federal, state, and local laws. Construction-related hazardous materials and hazardous wastes (e.g., fuels and waste oils) shall be stored away from stream channels and steep banks to prevent these materials from entering surface waters in the event of an accidental release. These materials shall be kept at sufficient distance (at least 500 feet) from nearby residences or other sensitive land uses. This includes materials stored for expected use, materials in equipment and vehicles, and waste materials.</p>	G,I,B	CD (E), FD	The Community Development Department has provided construction inspection throughout the course of construction to verify compliance with this condition.	Yes

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76.		<p>Landslide /Slope Failure The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes
77.	<i>3A.16-1</i>	<p>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</p> <p>Before the approval of the final map and issuance of building permits for all project phases, the owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits, or their financing shall be ensured to the satisfaction of the City.</p>	M,B	CD (E) PW	The owner/applicant has shared in the construction of the on-site and off-site sewer infrastructure to serve this subdivision. The off-site infrastructure includes the sewer trunk main, the Alder Creek Parkway sewer lift station and forced main. The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout.	Yes
78.	<i>3B.16-3b</i>	<p>Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.</p> <p>Prior to installation, the City shall consult with SCWA, SRCSD, CSD-1, and PG&E to determine proper installation methods and final design criteria to minimize the potential for disruptions to existing and planned utilities.</p>	I	CD (E), EWR	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout.	Yes

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IMPROVEMENT PLAN REQUIREMENTS						
79.		<p>Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD(E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes
80.	3A.9-4:	<p>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</p> <p>Prior to submittal to the City of tentative maps or improvement plans the owner/applicant shall conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the owner/applicants shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City.</p>	I, M	CD(E)(P)	There are no existing dams within or upstream from this subdivision.	Yes
81.		<p>Standard Construction Specifications and Details</p> <p>Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure, landscaping and irrigation and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P) CD (E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes

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82.		<p>Water and Sewer Infrastructure</p> <p>All publicly owned water and sewer infrastructure shall be placed within the street right of way. In the event that a public water or sewer main needs to be placed in an area other than the public right of way such as through an open space corridor, landscaped area, etc. an access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line along the entire water and/or sewer line alignment. The public water and sewer mains shall be publicly owned and maintained within any street and public sewer and water main easements shall be provided and in no event shall a public water or public sewer line be placed on private residential property. For example, installing a public water main on the property line between two single family homes. The domestic water and irrigation system shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>.</p> <p>All publicly owned water and sewer lines and services shall be accessible for operations, maintenance, and repair. Non-accessible situations would include placing mains and services behind retaining walls, placing public mains on private property, etc.</p>	I	CD (E)	The owner/applicant has installed all sewer and water infrastructure within the street right of way. The outfall sewer line has been installed within easements or planned right of way within future streets.	Yes
83.		<p>SPTC-JPA Approval</p> <p>The owner/applicant shall cooperate with the City to obtain written approval from both the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA) and the Public Utilities Commission (PUC) for any proposed crossing(s) of work within the existing JPA corridor which parallels Old Placerville Road. The owner/applicant shall provide written approval from both the SPTC-JPA and as required by the PUC to the City prior to approval of grading and/or improvement plans. The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</p>	I	CD (E)	The owner/applicant has obtained a Public Utility Easement for utilities within the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA). The roadway crossing for this subdivision in future Dewey Oak Drive.	Yes

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84.	3A1-5	<p>Lighting Plan</p> <p>The owner/applicant shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Design Guidelines:</p> <ul style="list-style-type: none"> • shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off site glare. 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all roadways in the subdivision in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes
85.	3B. 1-2a.	<p>Above Ground Utility Site Design Review Application</p> <p>The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations, etc.) to the Community Development Department to ensure these facilities are adequately screened. These above ground utility installations shall be designed to be adequately screened and/or blended into the hillsides through use of berming, landscaping or through the use of walls or fences to the satisfaction of the Community Development Department.</p>	G, I	CD (P) (E) EWR	The owner/applicant submitted a Design Review Application and received approval for the construction of the future Zone 4 Water Tank.	Yes
86		<p>Utility Coordination</p> <p>The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I	CD (P) CD (E)	The owner/applicant has coordinated with the various utility agencies.	Yes

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87.	3B.7-4	Implement Corrosion Protection Measures. The owner/applicant shall be required to provide that all underground metallic fittings, appurtenances and piping in the City's water systems include a cathodic protection system to protect these facilities from corrosion. The cathodic protection system shall be prepared by a licensed geotechnical or civil engineer and the system shall be reviewed and approved by the City prior to approval of improvement plans.	I	CDD(E), EWR	The owner/applicant has provided cathodic protection in the improvement plans in accordance with City requirements for all metallic water pipelines and appurtenances. The plans were approved by the City.	Yes
88.		Replacing Hazardous Facilities The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD	No existing improvements were included as part of this subdivision.	Yes
89.		Water Meter Network The owner/applicant shall pay for, furnish, and install all infrastructure associated with the water meter fixed network system.	I	CD (E)	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection.	Yes
90		Final Design The final design of all sound walls, fences, and gates shall be subject to review and approval by the Community Development Department.	I	CD (E)	The Community Development Department has reviewed and approved the plans for all of the sound walls, fences and gates in the subdivision.	Yes

91		<p>Temporary Detention Basin</p> <p>a. Design. If it is necessary at the time of recordation of the first final map, the owner/applicant shall be responsible for the design and construction of the temporary detention basin which will temporarily impact the development of tentative subdivision map lots 23 through 29 of the Broadstone Estates subdivision. The detention basin design shall include City approved vehicular access to the entire basin, including but not limited to, the inlets and outfalls for the basin. The improvement plans for the proposed interim basin shall be reviewed and approved by the City prior to approval of the Final Subdivision Map.</p> <p>b. Easements. Prior to approval of the first final map, a maintenance and access easement and a public drainage easement shall be granted to the City of Folsom over the entire basin.</p> <p>c. Operation and Maintenance Manual. The owner/applicant shall prepare an Operations and Maintenance manual for the interim detention basin for maintenance by the City. The manual shall be subject to review and approval by the City prior to approval of the first final map.</p> <p>d. Operation Funding. The owner/applicant shall provide a funding mechanism, separate from the funding mechanism for the permanent detention basin, for the operation and maintenance by the City of Folsom of the interim detention basin.</p> <p>a. Notice of Temporary Detention Basin</p> <p>The owner/applicant shall record a separate instrument against the property comprised of tentative map lots 23 through 29, that said lots shall be encumbered by the construction of a temporary detention basin needed to serve the development of the Broadstone Estates. The document shall include a description of the proposed improvements, describe the required off site permanent detention basin needed to be constructed in order to abandon the temporary detention basin, and shall include a statement that the development of lots 23 through 29 as shown on the approved tentative subdivision map cannot proceed until such time as the interim basin is removed and all easements are abandoned to the satisfaction of the city.</p> <p>b. Removal of the Temporary Detention Basin</p> <p>The owner/applicant shall be solely responsible for the removal and cost of the temporary detention basin at such time as the temporary detention basin is no longer required. Lots 23 through 29 of the Broadstone Estates subdivision map shall not be created with a final map until it has been determined that the downstream permanent detention basin has been constructed by others in accordance with the Folsom Plan Area Storm Drainage Master</p>	I	CD (E)	<p>The owner/applicant was not required to construct a temporary detention basin within lots 23 through 29. Previous developments adjoining this subdivision and another off-site development constructed the permanent detention/hydro-modification basin to serve this subdivision. The off-site detention/hydro-modification basin was constructed west of the Parcel 61 & 77 development and has been completed in the September of 2022.</p>	Yes
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		<p>Plan and is operational and the temporary detention basin is abandoned, removed and regraded to allow for home construction to the satisfaction of the City.</p> <p>c. Removal Agreement The owner/applicant shall execute an agreement with the City of Folsom to guarantee the funding for the removal of the temporary detention basin prior to approval of the first final map.</p>				

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91 cont.		<p>The funding for the operation and maintenance of the basin shall remain in place until such time as the required permanent detention basin(s) are constructed downstream by others and are operational in accordance with the Folsom Plan Area Storm Drainage Master Plan. The funding mechanism shall be in place and funding available to the city prior to approval of the first final map.</p> <p>e. Notice of Temporary Detention Basin. The owner/applicant shall record a separate instrument against the property comprised of tentative map lots 23 through 29, that said lots shall be encumbered by the construction of a temporary detention basin needed to serve the development of the Broadstone Estates. The document shall include a description of the proposed improvements, describe the required off site permanent detention basin needed to be constructed in order to abandon the temporary detention basin, and shall include a statement that the development of lots 23 through 29 as shown on the approved tentative subdivision map cannot proceed until such time as the interim basin is removed and all easements are abandoned to the satisfaction of the city.</p> <p>f. Removal of the Temporary Detention Basin. The owner/applicant shall be solely responsible for the removal and cost of the temporary detention basin at such time as the temporary detention basin is no longer required. Lots 23 through 29 of the Broadstone Estates subdivision map shall not be created with a final map until it has been determined that the downstream permanent detention basin has been constructed by others in accordance with the Folsom Plan Area Storm Drainage Master Plan and is operational and the temporary detention basin is abandoned, removed and regraded to allow for home construction to the satisfaction of the City.</p> <p>h. Removal Agreement. The owner/applicant shall execute an agreement with the City of Folsom to guarantee the funding for the removal of the temporary detention basin prior to approval of the first final map.</p>				

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92		<p><i>Old Placerville Road</i> The City may consider the closure and re-alignment of Old Placerville Road between US Highway 50 and future Alder Creek Parkway as part of future development in the Folsom Plan Area, consistent with the project Folsom Plan Area EIR. The removal of the existing asphalt concrete pavement on any future abandoned segment of Old Placerville Road will not be permitted without the prior approval of the City.</p>	I	CD (E)	Existing Placerville Road between Dewey Oak Drive and White Rock Road will be permanently closed in 2022. The traffic that comes from north of US HWY 50 will be re-aligned to use Westwood Drive to Savannah Parkway rather than Placerville Road. The abandoned portion of Placerville Road will become a Class 1 Bike Trail in the future.	Yes

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93		<p><i>Placerville Road/Alder Creek Parkway Intersection</i></p> <p>Prior to the issuance of the first building permit, the owner/applicant shall have completed all off site road and intersection improvements from the on-site terminus of Dewey Oak Drive, Dehone Drive to Purple Sage Drive and to Alder Creek Parkway, ultimately to the Placerville Road/Alder Creek Parkway intersection and it shall be operational, to the satisfaction of the City. These improvements are to be applied to the existing Placerville Road alignment and geometry;</p> <p>Two lanes (one in each direction) of Alder Creek Parkway shall be constructed from Placerville Road to the proposed intersection of Purple Sage Drive and Alder Creek Parkway and the segment of Purple Sage Drive connecting to the local streets within the project to provide the required secondary access.</p> <p>Southbound on Placerville Road, the lane configuration shall include the addition of a southbound left turn lane consisting of 200 feet transitional length plus 140 feet storage length, excluding appropriate tapers, to accommodate anticipated vehicle queuing and deceleration for the southbound left turn lane onto eastbound Alder Creek Parkway. The resulting southbound lane configuration will be two lanes, one left turn lane, one through lane.</p> <p>Northbound on Placerville Road the lane configuration shall include the addition of a northbound right turn lane consisting of 180 feet transition length. The resulting northbound lane configuration will be one lane, a shared right turn and through lane.</p>	I, B	CD (E), PW	All of the required off-site roadway improvements for this subdivision have been completed by other developments adjoining this subdivision. These off-site roadway improvements are completed are in operation and have been accepted by the City.	Yes
94.		<p><i>Future Utility Lines</i></p> <p>All future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	I	CD(E), EWR	All proposed utility service to the lots in this subdivision have been placed underground.	Yes

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95.		<p>Off-site Trunk Sewer Main The owner/applicant shall design and construct the off-site trunk sewer main as shown in Preliminary Offsite Infrastructure Plan attached to the vesting tentative subdivision map. Owner/applicant may propose an alternative alignment for routing the sewer backbone infrastructure in conformance with the Wastewater Master Plan Update subject to the sole discretion of the City. The off-site sewer trunk mains, the sewer maintenance roads, sanitary sewer lift station(s), and sewer forced mains extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCSD) lift station shall be completed and accepted by the City for operation and maintenance prior to issuance of the first building permit in the project.</p> <p>The owner/applicant shall be responsible for constructing any and all odor control facilities, providing high-velocity hydraulic cleaning and vacuum cleaning of select sewer mains and providing temporary supplemental flows into select sewer mains as determined by the City until such time the peak average flows are met in the Folsom Plan Area backbone sewer system in accordance with the Wastewater Master Plan Update.</p>	I	CD(E), PW, EWR	The owner/applicant has completed the sewer trunk main, lift station and force mains to serve the subject subdivision. The Owner/applicant developed a flushing plan that was reviewed and approved by the City Engineer and the Environmental and Water Resources Department.	Yes
96.		<p>Vertical Curb All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P) (B)	The improvement plans for the subdivision improvements and backbone roadways provide vertical curbing as required.	Yes
97.		<p>Class II Bike Lanes All Class II bike lanes shall be striped and painted green. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E) (P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

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98.		<p><i>Sewer Maintenance Road</i> The owner/applicant shall provide an asphalt concrete (AC) maintenance road (a minimum of 12 feet wide) which extends from East Bidwell Street (formerly Scott Road) to the future sanitary sewer lift station on the proposed future extension of Alder Creek Parkway. The owner/applicant shall also construct an asphalt concrete (AC) maintenance road (a minimum of 12 feet wide) which extends from Placerville Road to Alder Creek Parkway, as shown on the Preliminary Off Site Infrastructure Plan. The AC maintenance road shall be designed to meet City Standards for utility vehicle loads including, but not limited to, vactor trucks, fire vehicles, and fire apparatus and other maintenance vehicles.</p>	I	CD (E)	The owner/applicant has participated in the asphalt maintenance road for the entire length of the sewer line extending from East Bidwell Street (formerly Scott Rd) to the Alder Creek Parkway sewer lift station as well as the sewer forced main extension to the US50 crossing.	Yes
99.		<p><i>Parks and Recreation</i> The following measures shall be implemented to the satisfaction of the Parks and Recreation Department:</p> <ol style="list-style-type: none"> 1. The Owner/Applicant will pay Parkland Dedication In-Lieu fees based on 0.0146 AC. per single-family unit resulting in a total parkland dedication requirement of 1.04 acres. The in-lieu fee shall be calculated based on a Complete Summary Appraisal prepared to establish a Fair Market Value as defined by the Folsom Municipal Code (FMC 16.32.040). 2. The Owner/Applicant will provide the proposed Class I bike trail alignments and connections consistent with the Bikeways Master Plan and Illustrative Master Plan for Broadstone Estates Exhibit dated October 8, 2015. The Owner/Applicant may enter into a construction reimbursement agreement with the City in the future to facilitate efficient delivery of the trail facilities to the public 3. The Class I Bike Trail and associated drainage swales shall be placed in a separate lot and granted to the City of Folsom. The trail shall be designed to accommodate regular vehicular access by maintenance vehicles using the trail to access the Future Zone 4 water tank. 	I	CD, PR	The owner/applicant has designed and graded the Class I bike trail along the landscape corridor parallel to US HWY 50. The owner/applicant has also designed and will construct the Class II bike lanes along East Bidwell Street (formerly Scott Rd) and Mangini Parkway. The graded Class Trail along the US HWY 50 corridor will be placed in a separate landscape lot which will ultimately be deeded to the City in the future.	Yes

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100.	3A 11-4	<p><i>Noise Barriers</i> In conjunction with the submittal of improvement plans for each proposed development phase where noise barrier locations are required, the owner/applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed as shown on the Preliminary Grading and Drainage plan dated March 9, 2017.</p> <p>The solid noise barriers shall be no less than the height shown on the Preliminary Grading and Drainage Plan dated March 9, 2017, relative to building pad elevation and shall be confirmed based upon the final approved site and grading plans. Noise barrier walls shall be constructed of decorative split face concrete masonry units and shall be treated with an anti-graffiti treatment. Abrupt transitions exceeding two feet in height shall be avoided. The Grading and/or Improvement Plans shall be subject to review and approval by the City Engineer.</p>	I	CD (E) (P)	The landscape plans for Dewey Oaks Drive include the required sound walls and the lots that are along the US HWY 50 alignment will be constructed in accordance with the recommendations of the acoustical study and the preliminary grading and drainage plan.	Yes

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

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102.	3A 3-1a	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the project and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the owner/applicant shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City's Grading Ordinance and City drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.</p> <p>The owner/applicant shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Broadstone Estates drainage system.</p>	G, I	CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB	The owner/applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) which implements stormwater water quality practices in accordance with the Stormwater Quality Design Manual for Sacramento and Placer Regions. The off-site drainage system improvements to serve this subdivision have been completed by others and have been completed and accepted by the City.	Yes

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

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104.		<i>Litter Control</i> During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes
FIRE DEPARTMENT REQUIREMENTS						
105.	3A 14-3	<i>Incorporate Fire Flow Requirements into Project Designs.</i> The owner/applicant shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.	I, B	CD (E) Fire	The Community Development Department and the Fire Department have reviewed all proposed improvement plans for the construction of the water and fire flow system for this subdivision.	Yes
106.		<i>Prepare fuel modification plan (FMP).</i> The owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official. The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.	G,I,M,B	CD (P) FD	The owner/applicant submitted and received approval of a Fuel Modification Plan. A copy of the FMP is available from the Community Development Department.	Yes

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107.		<p><i>All-Weather Access and Fire Hydrants</i></p> <p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October 1 to April 30).</p> <p>The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p> <ul style="list-style-type: none"> • The minimum fire flow for residential dwellings is 1,000 gpm at 20 psi for houses 3,600 sq. ft. and less, 1,750 gpm for dwellings greater than 3,600 sq. ft. in area, and 2,000 gpm for dwellings greater than 4,800 sq. ft. up to 6,200 sq. ft. in area. Please determine the maximum size homes that will be built in this subdivision. A water model analysis that proves the minimum fire flow will be required before any permits are issued. • All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval. • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code. Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required. • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30 • The first Fire Station planned for the Folsom Ranch Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Ranch Plan Area is met. 	I	CD (E) Fire	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
108.	3A 14-2	<p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below: Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p>	I, B, O	FD PW CD (E)	The City of Folsom Fire Department, has reviewed and approved the subdivision plans and any off-site improvements for compliance with this mitigation measure.	Yes
109.		<p><i>Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division</i></p> <p>The Fire Dept. shall review and approve any improvement plans or building permits for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. The City shall not authorize the occupancy of any structures until the owner/applicant have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department.</p>	I, B	CD (B) Fire	The Community Development Department and the Fire Department have reviewed all proposed improvement plans for the construction of the water and fire flow system for this subdivision. Future building permits will be reviewed and approved by the CDD/Fire prior to building permit issuance.	Yes Condition will be satisfied prior to issuance of a building permit.

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
110.		<p><i>Reclaimed Water Pipe</i></p> <p>The owner/applicant shall install a reclaimed water “purple” pipe conveyance and irrigation system for all proposed landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future park sites, school sites, open space parcels either publicly maintained or privately maintained by the owner/applicant, etc. in accordance the Folsom Plan Area Specific Plan Environmental Impact Report. The reclaimed water pipe conveyance and irrigation systems shall be designed and maintained by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water systems is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. The owner/applicant shall include the reclaimed water pipe conveyance and irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p>	I	CD (E) (P) EWR, PK	The owner/applicant has constructed reclaimed water pipelines within the subdivision. These pipelines will be connected to a potable water source until a recycled water source is available. These pipelines have been planned to serve the landscape corridors within the subdivision.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
111.		<p>Landscaping Plans Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of improvement plans. Said plans shall include all on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the <u>Folsom Municipal Code Chapter 17.57</u> where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Landscaping installed in open spaces located between tiers of lots shall be chosen for resistance to fire and limited fuel production.</p> <p>Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Broadstone Estates Project.</p>	I, OG	CD(P), PW	The Owner/applicant has prepared a landscape plan for all supporting backbone roadways and detention basins. The plans are in accordance with all City requirements and Design Guidelines for the Folsom Plan Area	Yes
112.		<p>Right of Way Landscaping Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.</p>	I, OG	CD(P), PW	Landscaping will soon be under construction and the owner/applicant has provided security to guarantee the completion of the landscaping improvements along adjoining roadways.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
MAP REQUIREMENTS						
113.		<p><i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD(E)	The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes
114.		<p><i>Hillsdale Drive Lots 30 through 35 Inclusive</i> Lots 30 through 35, inclusive, shall not be created with a final map until such time as one of the following access options has been provided:</p> <ol style="list-style-type: none"> 1. An Emergency Vehicle Access Easement (EVA) (as shown on the Preliminary Off Site Infrastructure Plan) from the terminus of Hinsdale Drive, across the adjoining Russell Ranch property and joining the EVA located along the easterly side of Lot 29 2. Hinsdale Drive through the adjoining Russell Ranch Subdivision has been constructed, 3. A temporary turnaround has been constructed at the end of Hinsdale Drive. Any such turn-around will be subject to review and approval of the Fire Department. 			The Russell Ranch Phase 3 subdivision improvements have already been constructed by the adjoining owner/applicant and the required improvements in this subdivision are therefore no longer required.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
115.		<p><i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan and Final Inclusionary Housing Agreement as approved by the City Council shall be executed prior to recordation of the first Final Map for the Broadstone Estates Subdivision.</p>	M	CD (P)(E)	The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.	Yes
116.		<p><i>Homeowner's Association</i> The owner/applicant shall form a Homeowners Association for the ownership and maintenance of all landscaped open spaces and common areas on hillsides, slopes etc. (Lots A through G, I, and L), and all sound walls located along the northerly side of the subdivision.</p> <p>In addition, CC&R's shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the Folsom Municipal Code and adopted policies, prior to the recordation of the Final Map.</p>	M	CD (P)(E)	The owner/applicant has formed a Homeowner's Association for the ownership and maintenance of the open space and common area lots within the subdivision.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
117.	3A 2-6	<p>Conditions, Covenants, and Restrictions (CC&Rs) The owner/applicant shall disclose to the homebuyers in the Covenants, Conditions, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> 1) The soil in the subdivision may contain naturally occurring asbestos. 2) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 3) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 4) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 5) All sound walls are located on Open Space property owned and maintained by the Homeowners Association. These walls cannot be altered by the adjoining homeowners. 	M	CD (P) PK	The owner/applicant has provided copies of their proposed CC&R's, which contain provisions in accordance with the Items #1-3 and #5 listed in this condition of approval. Item #4 does not apply to this subdivision.	Yes

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
118.		<p>Financing Districts The owner/applicant shall form a Landscape and Lighting Assessment District, a Community Services District, and/ or a Home Owners Association, which shall be responsible for maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or plant spacing shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p>	M	CD (P) CD (E)	The City has formed CFD 18, a Maintenance CFD which shall be responsible for maintenance of all backbone infrastructure, drainage facilities, street lighting and landscaping. The assessments for CFD 18 will be triggered at the issuance of a building permit.	Yes
119.		<p>Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all private and public street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map	Yes
120.		<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA.</p>	M	CD (E)	Previous developers in the FPA provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder within either a Large Lot Final Map or by separate instrument	Yes

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121.		<p><i>New Permanent Benchmarks</i> The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)	The owner/applicant has installed one (1) new benchmark per the direction of the City Engineer and have been shown on the subdivision improvement plans.	Yes
122.		<p><i>Maintenance Plan Final Approval</i> No final map will be accepted by the city for processing and review until such time that the Open Space Management and Financing Plan, the Drainage Facilities Maintenance and Financing Plan and the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance Community Facilities District is formed and approved by the City Council.</p>	M	CD (E)	The City Council adopted Resolution No. 9666 and 9667 for the formation of CFD No. 18, which includes the special tax assessments for all of the items listed in this condition. All of the required CFD's included in this condition have been established and approved by the City Council.	Yes

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123.		<p><i>Community Facilities Districts and Financing Plans</i> Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the ARDA and any further amendments thereto, the owner/applicant is required to complete the following:</p> <ul style="list-style-type: none"> • Formation and approval by the City Council of the Sewer and Water CFD, • Formation and approval by the City Council of the Aquatic Center CFD, • Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD, • Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) , • Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD) • Formation and approval by the City Council of the Open Space Management and Financing Plan. • Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan 	M	CD (E)	The City Council adopted Resolution No. 9666 and 9667 for the formation of CFD No. 18, which includes the special tax assessments for all of the items listed in this condition. All of the required CFD's included in this condition have been established and approved by the City Council.	Yes
124.	4.7-1 3A 18-1	<p><i>Water Supply Availability</i> The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City and approved by the City prior to approval of any final map.</p>	M	CD (E) Utilities	The owner/applicant has constructed the necessary infrastructure to provide potable water to this subdivision. The potable water infrastructure will be approved by the City prior to issuance of the first building permit in this subdivision in compliance with this condition.	Yes

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125.	3A 18-2a	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></p> <p>The owner/applicant shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of a final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A building permit shall not be issued for any building within the project until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City.</p>	M, B, O	CD (E) (B), PW	The off-site potable water infrastructure for this subdivision has been constructed to serve this subdivision. The City has verified that the off-site potable water infrastructure is adequate to serve this subdivision.	Yes
126.	3A 16-3	<p><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></p> <p>The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City.</p>	M, B	CD (E) (B), PW	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout.	Yes
127.	3A 16-1	<p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>The owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	M, B	CD (E) (B) PW	The owner/applicant has constructed the on-site and off-site sewer infrastructure to serve this subdivision. The off-site infrastructure includes the sewer trunk main, the Alder Creek Parkway sewer lift station and forced main.	Yes

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128.		<p>Centralized Mail Delivery Units All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)	The Final Map includes an easement that allows for the construction and maintenance of centralized mail delivery boxes.	Yes
129.		<p>Street Names The street names identified below shall be used for the small lot final map:</p> <p>Dewy Oak Drive Hinsdale Drive Dehone Drive Purple Sage Drive Rocky Hills Drive Spotted Dog Court</p>	M	CD (E)	The Final Map for this subdivision contains names chosen from the approved list.	Yes
130.		<p>Credit Reimbursement Agreement Prior to the recordation of the first final map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)	The owner/applicant has entered into a SPIF Credit/Reimbursement Agreements with the City for eligible improvements constructed by the owner/applicant.	Yes

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BUILDING PERMIT REQUIREMENTS						
131.	<u>3A.4-2a</u>	<p><i>Implement Additional Measures to Reduce Operational GHG Emissions.</i></p> <p>Energy Efficiency</p> <ul style="list-style-type: none"> ▶ Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). ▶ Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%). ▶ Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. ▶ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. ▶ Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes. <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> ▶ With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces. ▶ Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. ▶ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. <ul style="list-style-type: none"> ▶ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. 	B	CD (P)(B)	These measures will be implemented with the home design and construction.	Condition will be satisfied prior to issuance of a building permit.

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131. Cont.	3A.4-2a	<ul style="list-style-type: none"> ▶ Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. ▶ Provide education about water conservation and available programs and incentives. ▶ To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers. <p>Solid Waste Measures</p> <ul style="list-style-type: none"> ▶ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ▶ Provide interior and exterior storage areas for recyclables and green waste at all buildings. ▶ Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. ▶ Provide education and publicity about reducing waste and available recycling services. <p>Transportation and Motor Vehicles</p> <ul style="list-style-type: none"> ▶ Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing). ▶ Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). 	B			

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132.		Recorded Final Map Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.	B	CD (E)	The Community Development Department will require the copies of the recorded final map to be submitted prior to approval of the first building permit in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
133.		Recorded Final Map Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P) FCUSD	The Community Development Department will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
134.		Infrastructure Improvements Timing All on and off-site subdivision and Backbone Infrastructure improvements required to serve this project and any subsequent phase of the project, including but not limited to, roadway and transportation improvements, sanitary sewer, water, storm drainage, water quality/detention basins, etc. shall be completed to the satisfaction of the City prior to issuance of the first building permit within the project.	B	CD (E)	All of the required on-site and off-site improvements necessary to serve this subdivision have either been constructed and accepted by the City or are bonded for in the subdivision improvement agreement for this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
135.	3A.11-5	<p><i>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</i></p> <p>The owner/applicant shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> ▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. 	B	CD (P)(B)	The Community Development Department will review and proposed plans for stationary noise sources in the subdivision. At this time there are no proposed noise generating noise sources in the subdivision	Condition will be satisfied prior to issuance of a building permit.
136.		<p><i>Design Review Approval</i></p> <p>Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Broadstone Estates Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be approved by the Planning Commission.</p>	B	CD (P)	The Planning Commission will review and approve all future design reviews for the proposed structures in this subdivision prior to issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit.
137.	3A.7-5	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The owner/applicant shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	B	CD (B)(P)	The Community Development Department will review and approve all site plans for each and every residential structure in the subdivision to verify compliance.	Condition will be satisfied prior to issuance of a building permit.

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
138.		<p>FCUSD Fees The owner/applicant agrees to pay to the Folsom Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970 of the Government Code; and sections 65995, 65995.5, and 65995.7 of the Government Code.</p>	B	CD (B)	The Community Development Department will review and approve all building permits in the subdivision and verify that all required school fees are paid.	Condition will be satisfied prior to issuance of a building permit.
<p align="center">TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS</p> <p>It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.</p> <p>Public Facilities Financing Plan (PFFP): In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.</p> <p>Included in the PFFP are a number roadway projects including the Highway Interchanges that the White Rock Springs Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p>Sacramento County Transportation Development Fee (SCTDF) contribution: The City is establishing a “fair share” fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, “Fair Share Cost Allocation Sacramento County & City of Folsom” dated January 2, 2014.</p> <p>Cal Trans/ City Memorandum of Understanding (Cal Trans MOU): The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the “fair share” impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.</p>						

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
139	3A 15-4b,d	<p><i>East Bidwell/Iron Point</i> Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p>	B	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee.	Condition will be satisfied prior to issuance of a building permit
140.	3A 15-4f	<p><i>Empire Ranch Road/Iron Point Road Intersection</i> To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> • The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. • The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. • The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. • The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. <p>The owner/applicant shall pay its proportionate share of funding of improvements.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee.	Condition will be satisfied prior to issuance of a building permit
141.	3A 15-1s	<p><i>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</i> Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
142.	3A 15-1u	<i>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
143.	3A 15-1x	<i>U.S. 50 Eastbound/Prairie City Road Diverge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
144.	3A 15-1y	<i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
145.	3A 15-1z	<i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.	B (PFFP)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
146.	3A 15-1aa	<i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
147.	3A 15-1dd	<i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
148.	3A 15-1ee	<i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on-ramp should start the westbound auxiliary lane that ends at the Prairie City Road off-ramp. The slip on-ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
149.	3A 15-1ff	<i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
150.	3A-15-1gg	<i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
151.	3A 15-4t	<i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on-ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway.	B (pay PFFP/ Interchange fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
152.	3A 15-4u	<i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge.	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
153.	3A 15-4v	<p><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
154.	3A 15-4w	<p><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on-ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on-ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
155.	3A 15-4x	<p><i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
156.	3A 15-4y	<i>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on-ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on-ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
157.	3A 15-2a	<i>Provide Options for Alternative Transportation Modes.</i> The owner/applicant for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	B (pay PFFP fee and Transit fee)	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance of a building permit.
158	3A 15-1a	<i>Folsom Boulevard/Blue Ravine Road Intersection</i> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.
159.	3A 15-1b	<i>Sibley Street/ Blue Ravine Road Intersection</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
160.	3A.15-1i	<p><i>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road</i></p> <p>Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City Road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection</p>	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
161	3A.15-1o	<p><i>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</i></p> <p>The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
162.	3A.15-1p	<i>Grant Line Road/ State Route 16 Intersection</i> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches shall be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing shall be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection shall be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection.	B (Caltrans MOU) SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
163.	3A.15-1q	<i>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
164.	3A.15-1r	<i>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
165.	3A.15-1v	<i>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
166.	3A.15-1w	<i>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
167.	3A.15-1hh	<i>U.S. 50 Eastbound/Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
168.	3A.15-1ii	<i>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
169.	3A.15-2b	<i>Participate in the City's Transportation System Management Fee Program</i> The owner/applicant for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	B	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance of a building permit
170.	3A.15-3	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> In accordance with Measure W, the owner/applicant for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF) and the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
171.	3A.15-4a	<i>Sibley Street/Blue Ravine Road Intersection</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one dedicated right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
172.	3A.15-4c	<i>East Bidwell Street/College Street</i> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the East Bidwell Street/College Street intersection	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
173.	3A.15-4g	<i>Oak Avenue Parkway/Alder Creek Parkway</i> To ensure that the Oak Avenue Parkway/Alder Creek Parkway intersection operates at an acceptable LOS the southbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes.	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
174.	3A.15-1f	<i>Oak Avenue Parkway/Middle Road Intersection</i> To ensure that the Oak Avenue Parkway/Middle Road intersection (as shown in the FPA) operates at an acceptable LOS, control all movements with a stop sign.	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
175.	3A.15-1j	<i>Hazel Avenue between Madison Avenue and Curragh Downs Drive</i> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
176.	3A.15-11:	<p><i>White Rock Road/Windfield Way Intersection</i></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection.</p>	B Pay SCTDF	PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
177.	3A.15-4i	<p><i>Grant Line Road/White Rock Road Intersection</i></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange.</p> <p>Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection.</p>	B Pay SCTDF	PW		Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
178.	3A.15-4j	<p><i>Grant Line Road between White Rock Road and Kiefer Boulevard</i></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
179.	3A.15-4k	<p><i>Grant Line Road between Kiefer Boulevard and Jackson Highway</i></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
180.	3A.15-4l	<p><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i></p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements on Hazel Avenue, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
181.	3A.15-4m	<p><i>White Rock Road between Grant Line Road and Prairie City Road</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom Plan Area impacts.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.</p>	B Pay SCTDF	Sacramento County	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
182.	3A.15-4n	<p><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.</p>	B Pay SCTDF	Sacramento County	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
183.	3A.15-4o	<p><i>White Rock Road/Carson Crossing Road Intersection</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
184.	3A.15-4p	<p><i>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection shall be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
185.	3A.15-4q	<p><i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
186.	3A.15-4r	<p><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
187.	3A.15-4s	<p><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
188.		<p><i>Mechanical Ventilation</i> Prior to the issuance of Building Permits, the owner/applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired, for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Department.</p>	B	CD (B) (P)	This condition will be reviewed and approved by the Community Development Department prior to the issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit
ARCHITECTURE/SITE DESIGN REQUIREMENTS						
189.		<p><i>Landscaping Plan</i> Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision.</p> <p>Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions</p>	B	CD (P) (E)	The Community Development Department has reviewed and approved the landscape plans for this subdivision. The approved landscape plans include all of the required measures in this condition.	Condition will be satisfied prior to issuance of a building permit

CONDITIONS

See attached tables of conditions for which the following legend applies.

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

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