

# Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/14/2021
<b>AGENDA SECTION:</b>	Public Hearing
<b>SUBJECT:</b>	Folsom Heights Small-Lot Vesting Tentative Subdivision Map Extension – Northeast corner of the Folsom Plan Area (PN 21-234)  i. Resolution No. 10760 – A Resolution extending the Small-Lot Vesting Tentative Subdivision Map for the Folsom Heights Subdivision project (PN 21-233)
<b>FROM:</b>	Community Development Department

**RECOMMENDATION / CITY COUNCIL ACTION**

Move to Adopt Resolution No. 10760 – A Resolution extending the Small-Lot Vesting Tentative Subdivision Map for the Folsom Heights Subdivision project (PN 21-233)

**BACKGROUND / ISSUE**

On June 28, 2016, the City Council approved a General Plan Amendment and Specific Plan Amendment for development of the Folsom Heights Subdivision project. The approved General Plan Amendment and Specific Plan Amendment resulted in an increase in the amount of land designated for single-family development, a decrease in the amount of land designated for multi-family development, a reduction in the amount of land designated for commercial development, and an increase in the amount of open space within the 189.7-acre Folsom Heights Subdivision project area.

On July 11, 2017, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines, and an Inclusionary Housing Plan for the development of a 530-unit residential and commercial development (Folsom Heights Subdivision) on a 189.7-acre site located in the northeast corner of the Folsom Plan Area. On August 27, 2019, the City Council approved a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. On August 11, 2021, Elliott Homes submitted a timely

letter to the City requesting a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project.

On August 27, 2021, Elliott Homes submitted an application to the City for approval of a code amendment to modify Section 16.16.120(D) of the Folsom Municipal Code to make it consistent with State law relative to map extensions. State law allows local jurisdictions to extend subdivision maps up to six years from the date of approval, while the Folsom Municipal Code limits the extension to three years. On September 28, 2021, the City Council approved Ordinance No. 1317, an Ordinance of the City of Folsom Amending Section 16.16.120(D) of the Folsom Municipal Code Pertaining to Extension of Tentative Subdivision Maps.

The applicant, Elliott Homes, Inc., is requesting approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. As referenced previously within this report, the Folsom Heights Subdivision project features development of a 530-unit residential and commercial development on a 189.7-acre site located within northeast corner of the Folsom Plan Area.

The applicant's map extension request was considered by the Planning Commission at its November 3, 2021 meeting. At this meeting, the Planning Commission discussed a number of issues associated with the previously approved project including lack of a private park amenity, distance from public parks, and the design of the emergency vehicle access route (Prima Drive EVA). City staff provided an extensive overview of the previously approved Folsom Heights Subdivision project and addressed each of the topics raised by the Commission. In particular, City staff discussed the initial Council decision not to require the Folsom Heights Subdivision project to provide additional private or public parks above and beyond the parks already allocated within the Folsom Plan Area Specific Plan (FPASP). One member of the public spoke regarding the project and expressed concern over Prima Drive EVA and its potential impacts to nearby residences. The Planning Commission expressed their full support for the project and adopted a motion (6-0-0-1) to recommend approval of the proposed project to the City Council, subject to the findings included with this report.

### **POLICY / RULE**

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Map Extensions be forwarded to the City Council for final action. City Council actions regarding extension of Tentative Subdivision Maps are covered under Section 16.16.120 of the Folsom Municipal Code.

### **ANALYSIS**

As described in the background section of this report, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Development Agreement Amendment, Project Design Guidelines, and Inclusionary Housing

Plan for development of the 530-unit Folsom Heights Subdivision project on July 11, 2017. The City Council granted a three-year extension in time for Folsom Heights Small-Lot Vesting Tentative Subdivision Map on August 27, 2019. The Small-Lot Vesting Tentative Subdivision Map for the project is valid until July 22, 2022. The life of the Project Design Guidelines track with the validity of the Small-Lot Vesting Tentative Subdivision Map. The Inclusionary Housing Plan is a requirement of the project and does not require an extension in time.

On August 27, 2021, Elliott Homes submitted an application to the City for approval of a code amendment to modify Section 16.16.120(D) of the Folsom Municipal Code to make it consistent with State law relative to map extensions. State law allows local jurisdictions to extend subdivision maps up to six years from the date of approval, while the Folsom Municipal Code limits the extension to three years. On September 28, 2021, the City Council approved Ordinance No. 1317, an Ordinance of the City of Folsom Amending Section 16.16.120(D) of the Folsom Municipal Code Pertaining to Extension of Tentative Subdivision Maps to allow for tentative maps to be extended for a period not exceeding a total of six years.

On August 11, 2021, the project applicant (Elliott Homes, Inc.) submitted a timely letter to the City requesting a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. The applicant indicates in their extension letter that they recently purchased the subject property from Folsom Heights, LLC. on April 5, 2021. The applicant also states that they are actively designing the civil site improvements with the goal of beginning grading activities in the summer of 2022. In addition, the applicant comments that the extension in time will allow them to complete other required site improvements and to file the Final Map in a timely manner. The applicant has not proposed any changes to the previously approved project.

The Folsom Municipal Code (FMC, Section 16.16.120 D. Time Limit Extensions) states that the time at which a Tentative Subdivision Map expires may be extended by the Planning Commission for a period not exceeding a total of six years. As noted previously in the background section of this staff report, the City Council previously approved a three-year extension for the Folsom Heights Small-Lot Vesting Tentative Subdivision Map, thus the applicant is limited to one more three-year extension. As stated in the submitted extension request letter, the applicant has been actively engaged in designing the civil site improvements associated with the subdivision with the goal of conducting grading activities in the summer of 2022. In addition, the applicant states that the extension in time will allow them to complete other required site improvements and to file the Final Map in a timely manner. As a result, staff recommends approval of a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project.

### **FINANCIAL IMPACT**

No financial impact is anticipated with approval of the Small-Lot Vesting Tentative Subdivision Map Extension associated with the Folsom Heights Subdivision Project as the project will not result in any change in the commercial square footage or residential unit count within the Folsom Plan Area.

## ENVIRONMENTAL REVIEW

An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Folsom Heights Subdivision project (PN 15-303) on July 11, 2017 in accordance with the California Environmental Quality Act (CEQA). The proposed Small-Lot Vesting Tentative Subdivision Map extension is consistent with the Folsom Heights 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. 10760 – A Resolution extending the Small-Lot Vesting Tentative Subdivision Map for the Folsom Heights Subdivision project (PN 21-233)
2. Vicinity Map
3. Conditions of Approval
4. Folsom Heights Subdivision Master Plan Exhibit, dated February 27, 2017
5. Small-Lot Vesting Tentative Subdivision Map, dated October 14, 2016
6. Letter from Applicant, dated August 11, 2021
7. Planning Commission Staff Report, dated November 3, 2021
8. Minutes from November 3, 2021 Planning Commission Meeting

Submitted,



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PAM JOHNS  
Community Development Director

## Attachment 1

**Resolution No. 10760 – A Resolution Extending the  
Small-Lot Vesting Subdivision Map for the Folsom  
Heights Subdivision Project (PN 21-233)**

**RESOLUTION NO. 10760**

**A RESOLUTION EXTENDING THE SMALL-LOT VESTING TENTATIVE  
SUBDIVISION MAP FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT  
(PN 21-233)**

**WHEREAS**, the City Council on July 11, 2017, held a noticed public hearing on the Small-Lot Vesting Tentative Subdivision Map for development of the 530-unit Folsom Heights Subdivision residential and commercial project (“Project”), considered public comment and approved the proposed Project by adopting Resolution No. 9965; and

**WHEREAS**, the City Council on August 27, 2019, held a public hearing at the developer’s request to extend the Small-Lot Vesting Tentative Subdivision Map for a period of three years, and upon considering public comment and the proposed configuration of the 530 single family lots, determined that the proposed extension of the subdivision map complies with all City requirements, as well as with the requirements of the Subdivision Map Act; and

**WHEREAS**, the Planning Commission on November 3, 2021, held a public hearing at the developer’s request to extend the Small-Lot Vesting Tentative Subdivision Map for a period of three years, and upon considering public comment and the proposed configuration of the 530 single family lots, determined that the proposed extension of the subdivision map complies with all City requirements, as well as with the requirements of the Subdivision Map Act; and

**WHEREAS**, An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Folsom Heights Subdivision project (PN 15-303) on July 11, 2017 in accordance with the California Environmental Quality Act (CEQA). The proposed Small-Lot Vesting Tentative Subdivision Map extension is consistent with the Folsom Heights 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; and

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

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that a three-year extension for the Small-Lot Vesting Tentative Subdivision Map for the Folsom Heights Subdivision Project is hereby approved (until July 11, 2025), subject to all Conditions of Approval (Nos. 1-182) included as Attachment 3 to the December 14, 2021 City Council Staff Report, with the following findings:

**GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE FOLSOM HEIGHTS SPECIFIC PLAN AMENDMENT.

**CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ALSO APPROVED AN ADDENDUM FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT.
- D. THE PROPOSED PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE FEASIBLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT AND FOLSOM HEIGHTS SUBDIVISION CERTIFIED ADDENDUM WILL BE IMPLEMENTED FOR THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, CONSISTENT WITH CEQA GUIDELINES SECTION 15183(e).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES REQUIRING SUBSEQUENT ENVIRONMENTAL REVIEW HAVE OCCURRED.

**VESTING TENTATIVE SUBDIVISION MAP AND MAP EXTENSION FINDINGS**

- G. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP , TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- I. THE PROJECT SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- J. THE PROJECT SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

- K. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- L. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- M. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- N. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).
- O. APPLICABLE DEVELOPMENT FEES HAVE INCREASED SINCE INITIAL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP ON JUNE 11, 2017. THE PROJECT IS SUBJECT TO APPLICABLE DEVELOPMENT FEES IN PLACE AT TIME OF ISSUANCE OF PERMITS.

**PASSED AND ADOPTED** on this 14th day of December 2021, by the following roll-call vote:

**AYES:** Councilmember(s)

**NOES:** Councilmember(s)

**ABSENT:** Councilmember(s)

**ABSTAIN:** Councilmember(s)

ATTEST:

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Christa Freemantle, CITY CLERK

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Michael D. Kozlowski, MAYOR



Attachment 2

Vicinity Map

# Vicinity Map



CITY OF  
FOLSOM



## Attachment 3

### Conditions of Approval

**CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 21-233)  
WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION**

	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		<p><b><i>Final Development Plans</i></b> 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"> <li>1. Preliminary Site Plan and Phasing Exhibit, dated September 19, 2017</li> <li>2. Vesting Large-Lot Tentative Subdivision Map, dated June 28, 2017</li> <li>3. Vesting Small-Lot Tentative Subdivision Map, dated October 14, 2016</li> <li>4. Preliminary Grading and Drainage Plan, dated June 28, 2017</li> <li>5. Preliminary Utility Plan, dated June 28, 2017</li> <li>6. Preliminary Off-Site Improvements, dated June 28, 2017</li> <li>7. Proposed Trail System Modifications, dated December 14, 2016</li> <li>8. Proposed Minor Administrative Modification Exhibit, dated February 17, 2017</li> <li>9. Inclusionary Housing Plan, dated September 18, 2015</li> <li>10. Folsom Heights Subdivision Design Guidelines</li> </ol> <p>The Large-Lot Vesting Tentative Subdivision Map and Small-Lot Vesting Tentative Subdivision Map are approved for the development of a 530-unit residential and commercial project (Folsom Heights 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)
2.		<p><b><i>Plan Submittal</i></b> 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)
3.		<p><b><i>Validity</i></b> This approval of the Vesting Small Lot Tentative Subdivision Map shall be valid for a period of three years or thirty-six months (July 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)

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WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION**

	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
4.		<p><b><i>Vesting Tentative Subdivision Map Approval</i></b> The Vesting Tentative Subdivision Map for the Folsom Heights Subdivision project shall be subject to review and approval by the City Council.</p>	M	CD (P)(E)
5.		<p><b><i>Improvements in the PFFP</i></b> 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 [unless otherwise owned and maintained by the El Dorado Irrigation District (EID)], 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	CD(E)(P)(B), PW, FD, EWR, PR
6.		<p><b><i>Street Names</i></b> The street names identified below shall be used for the Final Small-Lot Map: Empire Ranch Road, Alder Creek Parkway, Prima Drive, Summit Street, Bold Place, Highland Street, Folsom Heights Drive, Hillside Street, Hilltop Street, Paris Place, Deerfield Drive, Desmond Drive, Hillcrest Street, Cozy Court, Diego Court, Dakota Court, Skyview Drive, Rustic Ridge Drive, Iron Horse, Terrace Circle, Lone Leaf Drive, Hornet Street, and Mustang Street.</p>	M	CD (E)(P)

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SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION**

	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
7.		<p><b><i>Indemnity for City</i></b>                      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"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <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
8.		<p><b><i>Small-Lot Vesting Tentative Subdivision Map</i></b>                      The Small-Lot 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 Folsom Heights Subdivision Addendum No. 1 and Addendum No. 2 to the FPASP FEIR/EIS.</p>	OG	CD
9.		<p><b><i>ARDA and Amendments</i></b>                      The owner/applicant shall comply with all provisions of Amendment No. 1 to the Tier 1 Amended and Restated Development Agreement and any approved amendments by and between the City and the owner/applicant of the project.</p>	G, I, M, B	CD (E)

**CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 21-233)  
WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION**

	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
10.		<p><b><i>Mitigation Monitoring</i></b> 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)
<b>POLICE/SECURITY REQUIREMENT</b>				
11.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD

**DEVELOPMENT COSTS AND FEE REQUIREMENTS**

12.		<p><b><i>Taxes and Fees</i></b>                  The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Tier 1 Amended and Restated Development Agreement.</p>	OG	CD (P)(E)
13.		<p><b><i>Assessments</i></b>                  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)
14.		<p><b><i>FPASP Development Impact Fees</i></b>                  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 (May 23, 2017), or otherwise shall be governed by the terms of Amendment No. 1 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
15.		<p><b><i>Legal Counsel</i></b>                  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)



16.		<p><b>Consultant Services</b>          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)
<b>GRADING PERMIT REQUIREMENTS</b>				
17.		<p><b>Phasing Plan</b>          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, 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> <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 (except as approved by the Fire Department) and/or general traffic purposes for each phase and all off-site utilities deemed necessary as determined by the City Engineer And the El Dorado Irrigation District (EID), if applicable.</p>	G, I, M,	CD (E), EWR, PW, FD

18.		<p><b><i>Off-site improvements / Rights of Entry</i></b>  For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendment No. 1 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G	CD (E)
19.	3A 7-1a	<p><b><i>Geotechnical Report</i></b>  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 all designs, grading practices, soil corrosion of concrete and steel, erosion /winterizations, seismic ground shaking, liquefaction and expansive/unstable soils.</p>	G	CD (E)
20.	3A 7-1a	<p><b><i>Geotechnical Recommendations</i></b>  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.</p>	G	CD (E)
21.	3A 7-1b	<p><b><i>Geotechnical Monitoring Program</i></b>  The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the sites 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.</p>	G	CD (P)(E)(B)

22.	3B.7-1a	<p><b><i>Prepare Geotechnical Report(s) for the Off-site Water Facilities and Implement Required Measures.</i></b></p> <p>The owner/applicant shall provide a comprehensive facility design for all proposed off-site Water Facility improvements 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"> <li>• site preparation;</li> <li>• soil bearing capacity;</li> <li>• appropriate sources and types of fill;</li> <li>• potential need for soil amendments;</li> <li>• road, pavement, and parking areas;</li> <li>• structural foundations, including retaining-wall design;</li> <li>• grading practices;</li> <li>• soil corrosion of concrete and steel;</li> <li>• erosion/winterization;</li> <li>• seismic ground shaking;</li> <li>• liquefaction; and</li> <li>• expansive/unstable soils.</li> </ul> <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	CD (P)(E)(B)
23.	3B.7-1b	<p><b><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i></b></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 and shall be subject to review and approval by the El Dorado Irrigation District (EID) and the City.</p>	I	EWR, CD (E)

24.		<p><b><i>Mine Shaft Remediation</i></b>  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)
25.	3A1-4	<p><b><i>Material Storage Areas</i></b>  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)(E)(B)

26.	3A 14-1	<p><b><i>Traffic and Parking Management Plan</i></b></p> <p>Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare 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 flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage.</li> <li>• 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.</li> <li>• 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 accesses.</li> </ul>	G	CD (E), PW
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27.		<p><b><i>Prepare Traffic Control Plan.</i></b></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"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• 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).</li> <li>• 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.</li> <li>• 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.</li> </ul>	G	CD (E)
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28.	3A.2-4a 3A.2-4b	<p><b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b></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)
29.	3B.2-3b	<p><b><i>Conduct Project-Level Diesel Particulate Matter (DPM) Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.</i></b></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/m<sup>3</sup>, 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/m<sup>3</sup>. The acceptable concentration of 0.024 µg/m<sup>3</sup> 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/m<sup>3</sup>, then the cancer health risk would be less than 9.9 cancers in a million population.</p>	G	CD (E)

30.	3B 4-1a	<p><b><i>Implement Greenhouse Gas Reduction Measures during Construction.</i></b>  Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	G	CD (E)(P)
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30. Cont.	3B 4-1a	<ul style="list-style-type: none"> <li>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.</li> </ul> <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>	G	CD (E)(P)
31.	3A 4-1	<p><b><i>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</i></b></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)

32.	3A.2-1g	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.</i></b></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, I	SMAQMD
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33.	3B.2-1a	<p><b><i>Develop and Implement a Construction NOX Reduction Plan.</i></b>  Consistent with SMAQMD requirements, the owner/applicant shall provide a plan for demonstrating that the heavy-duty (&gt; 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
34.	3B.2-1b	<p><b><i>Conduct Visible Emissions Testing and if Non-Compliance, Repair Equipment Immediately.</i></b>  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	SMAQMD
35.	3A 2-2	<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	SMAQMD CD (E)(P)

36.	3A2-5	<p><b><i>Naturally Occurring Asbestos</i></b></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 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</p>	G	SMAQMD CD (E)(P)
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		be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.		
37.	3A 2-1a 3A 2-1d 3A 2-1f	<p><b><i>Basic Construction Emission Control Practices</i></b></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><b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• The City may prohibit the use of its own potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage.</li> <li>• 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.</li> </ul>	G, I, B	SMAQMD CD (E)(P)

<p>37. Cont.</p>	<p>3A 2-1a 3A 2-1d 3A 2-1f</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> <li>• Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>• Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>• Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.</li> <li>• Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul>	<p>G, I, B</p>	<p>SMAQMD CD (E)(P)</p>
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<p>37. Cont.</p>	<p>3A 2-1a 3A 2-1d 3A 2-1f</p>	<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 on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and 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>	<p>G, I, B</p>	<p>SMAQMD CD (E)(P)</p>
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<p>37. Cont.</p>	<p>3A 2-1a 3A 2-1d 3A 2-1f</p>	<p><b>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</b></p> <ul style="list-style-type: none"> <li>• Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p><b>Enhanced Exhaust Control Practices</b> 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>	<p>G, I, B</p>	<p>SMAQMD CD (E)(P)</p>
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37. 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	SMAQMD CD (E)(P)
38.	3B.2-1c	<p><b><i>Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.</i></b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• minimize on-site construction vehicle speeds on unpaved surfaces;</li> <li>• post speed limits;</li> <li>• suspend grading operations when wind is sufficient to generate visible dust clouds;</li> <li>• pave, water, use gravel, cover, or spray a dust-control agent on all haul roads;</li> <li>• prohibit no open burning of vegetation during project construction;</li> <li>• chip or deliver vegetative material to waste-to-energy facilities;</li> <li>• reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Mitigation Measure 3B.2.1a;</li> <li>• clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and</li> <li>• water and keep moist exposed earth surfaces, graded areas, storage piles, and haul roads as needed to prevent fugitive dust.</li> </ul>	G, I, B	SMAQMD CD (E)(P)
39.	3B.11-1a	<p><b><i>Limit Construction Hours.</i></b></p> <p>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.</p>	G, I, B	CD (E)(P)

40.	3B.11-1b	<p><b><i>Minimize Noise from Construction Equipment and Staging.</i></b>  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.</p>	G, I, B	CD (E)(P)
41.	3B.11-1c	<p><b><i>Maximize the Use of Noise Barriers.</i></b>  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.</p>	G, I, B	CD (E)(P)
42.	3B.11-1d	<p><b><i>Prohibit Non-Essential Noise Sources During Construction.</i></b>  No amplified sources (e.g., stereo “boom boxes”) shall be used in the vicinity of residences during project construction.</p>	G, I, B	CD (E)(P)
43.	3B.11-1e	<p><b><i>Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.</i></b>  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.</p>	G, I, B	CD (E)(P)

44.	3A 11-1 3B1-3a	<p><b><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></b></p> <p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• All construction equipment and equipment staging areas (including rock crushing operations) shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>• 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.</li> <li>• All motorized construction equipment shall be shut down when not in use to prevent idling.</li> <li>• 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).</li> </ul>	G, I, B	CD (P)(E)(B)
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44. Cont.	3A 11-1  3B1-3a	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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).</li> <li>• 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.</li> </ul>	G, I, B	CD (P)(E)(B)
45.	3B.16-3a	<p><b><i>Minimize Utility Conflicts by Implementing an Underground Services Alert.</i></b> 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)

46.	3A-7.3	<p><b><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></b>  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 Folsom Plan Area Grading Specifications, the City's Grading Ordinance, 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)
47.	3A7-3	<p><b><i>Erosion Control Plan</i></b>  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.</p>	G	CD (E)

48.	3A7-3	<p><b><i>Erosion and sedimentation control measures</i></b>  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.</p>	G	CD (E)
49.	3A 9-1	<p><b><i>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</i></b>  The owner/applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the 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 Permit at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Permit and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li> <li>• 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;</li> <li>• 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;</li> </ul>	G	CD (E)

<p>49. Cont.</p>	<p>3A 9-1</p>	<ul style="list-style-type: none"> <li>• 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 Permit; and</li> <li>• the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit.</li> </ul> <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Permit 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"> <li>• 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.</li> <li>• Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>• 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.</li> </ul> <p>A copy of the approved Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site.</p>	<p>G</p>	<p>CD (E)</p>
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50.	3A-9.2	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></b></p> <p>The owner/applicant(s) shall submit final drainage plans 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"> <li>• 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;</li> <li>• 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;</li> <li>• a description of the proposed maintenance program for the on-site drainage system;</li> <li>• project-specific standards for installing drainage systems;</li> <li>• City flood control design requirements and measures designed to comply with them; Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These 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:</li> </ul>	G, B	CD (E)
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<p>50. Cont.</p>	<p>3A-9.2</p>	<ul style="list-style-type: none"> <li>• 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);</li> <li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>• 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;</li> <li>• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>• 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.</li> </ul> <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>	<p>G</p>	<p>CD (E), PW</p>
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51.		<p><b><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></b>  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"> <li>• A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>• 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).</li> <li>• Source control programs to control water quality pollutants on the SPA, 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.</li> <li>• 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.</li> <li>• 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"> <li>• surface swales;</li> <li>• replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>• impervious surfaces disconnection; and</li> <li>• trees planted to intercept stormwater.</li> </ul> </li> </ul>	G	CD (E)
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<p>51. Cont.</p>		<ul style="list-style-type: none"> <li>• New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</li> </ul> <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>	<p>G</p>	<p>CD (E)</p>
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52.	<p><b><i>Interim Stormwater Detention Basin.</i></b></p> <p>a. Design. The owner/applicant shall be responsible for the design and construction of the interim stormwater detention basin (Basin No. 11). 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 any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hydrdomodification.</p> <p>b. Operation and Maintenance Manual The owner/applicant shall prepare an Operations and Maintenance manual for the interim stormwater detention basin for maintenance by the City. The manual shall be subject to review and approval by the City prior to any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hydrdomodification.</p> <p>c. Access The owner/applicant shall grant public easements for access to the interim stormwater detention basin prior to approval of the Final Map which requires construction of the interim stormwater detention basin.</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 stormwater detention basin. 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 any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hydrdomodification.</p>	M	CD (E)
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53.	3A 8.7	<p><b><i>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</i></b></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"> <li>• Description of the project.</li> <li>• Description of detention basins and all water features and facilities that would control on-site water levels.</li> <li>• Goals of the plan.</li> <li>• Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> <li>i. BMPs that would be implemented on-site;</li> <li>ii. public education and awareness;</li> <li>iii. sanitary methods used (e.g., disposal of garbage);</li> <li>iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and</li> <li>v. stormwater management.</li> </ul> </li> </ul>	G	CD (E) Sacramento County
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<p>53. Cont.</p>	<p>3A 8.7</p>	<ul style="list-style-type: none"> <li>• Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association).</li> </ul> <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the owner/applicant(s) 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"> <li>• build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;</li> <li>• perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;</li> <li>• 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;</li> <li>• coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;</li> <li>• enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;</li> <li>• 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</li> <li>• 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).</li> </ul>	<p>G</p>	<p>CD (E) Sacramento County</p>
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54.	3B.9-1b	<p><b><i>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</i></b>  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)
55.		<p><b><i>State and Federal Permits</i></b>  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)(E)

56.	3A 3-1a 3A 3-1b	<p><b><i>Clean Water Act Sections 401 and 404 Permits</i></b></p> <p>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)(E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board
57.		<p><b><i>Water Quality Certification</i></b></p> <p>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)



58.	3A3-4a.	<p><b><i>Master Streambed Alteration Agreement</i></b></p> <p>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	<p>CD(P)(E) California Department of Fish and Wildlife</p>
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59.	3B 3-1c	<p><b><i>Restore All Waters Impacted by Trenching and Temporary Construction Staging</i></b>  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"> <li>• Conduct trenching and construction activities across drainages during low-flow (e.g., &lt;1 to 2 cfs) or dry periods as feasible;</li> <li>• If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway;</li> <li>• 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;</li> <li>• Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands;</li> <li>• 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;</li> <li>• 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.</li> </ul>	G	CD (E)
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<p>59. Cont.</p>	<p>3B 3-1c</p>	<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"> <li>• 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.</li> <li>• 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).</li> <li>• 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.</li> <li>• Proposed schedule for restoration activities</li> </ul>	<p>G</p>	<p>CD (E)</p>
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60.	3A 3-2a	<p><b><i>Swainson's Hawk Nesting Habitat</i></b></p> <p>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	<p>CD(P)(E) California Department of Fish and Wildlife</p>
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61.	3A 3-2b	<p><b><i>Swainson's Hawk Habitat</i></b>  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
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<p>61. Cont.</p>	<p>3A 3-2b</p>	<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>	<p>G</p>	<p>CD(P)(E) California Department of Fish and Wildlife</p>
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62.	3A 3-2a	<p><b><i>Burrowing Owl</i></b>  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)(E) California Department of Fish and Wildlife
63.		<p><b><i>Nesting Raptors</i></b>  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)(E) California Department of Fish and Wildlife

64.	3A.3-2c	<p><b><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i></b>  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>	G	CD(P)(E) California Department of Fish and Wildlife
65.		<p><b><i>Other Nesting Special-Status and Migratory Birds</i></b>  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)(E) California Department of Fish and Wildlife



66.	3A3-4b	<p><b>Valley Needlegrass</b>  The project shall preserve a total of 1.503 acres of Valley needlegrass grassland within the on-site Open Space areas. This includes 1.164 acres of Valley needlegrass grassland permanently protected in the Conservation Area and 0.339 acre protected in the Passive Recreation Open Space. Both of these types of Open Space will ultimately be managed by the City of Folsom under an approved Operations and Management Plan for the FPASP.</p> <p>Prior to ground-breaking activities including grading or construction, the owner/applicant, shall protect the existing Valley needlegrass grassland populations by a highly visible construction fence for avoidance during grading. Once construction is complete, graded areas within the Passive Recreation Open Space shall be restored to natural grassland conditions. These areas shall be seeded with a native seed mix which includes a majority of needlegrass species to ensure the establishment of additional areas of Valley needlegrass grasslands on site.</p>	G	CD(P)(E) California Department of Fish and Wildlife
67.		<p><b>Animal Barrier</b>  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)

68.	3 A 5-1a 3A 5-2 3A 5-3	<p><b><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></b></p> <p>The owner/applicant(s) 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 (E) USACE
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69.	3A 5-3	<p><b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></b></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	<p>CD (P)(E)  Sacramento County  Coroner  Native American  Heritage Commission</p>
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70.	3A5-2	<p><b><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></b></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)
71.	3A 5-1a	<p><b><i>Geoarcheological Monitoring</i></b></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)

72.	3B.8-1a	<p><b><i>Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.</i></b></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	CD (E)(P)
73.		<p><b><i>Landslide /Slope Failure</i></b></p> <p>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

74.	3B.16-3a	<p><b><i>Minimize Utility Conflicts by Implementing an Underground Services Alert.</i></b>  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) PW
75.	3B.16-3b	<p><b><i>Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.</i></b>  Prior to installation, the City shall consult with EID, PG&amp;E, etc., to determine proper installation methods and final design criteria to minimize the potential for disruptions to existing and planned utilities.</p>	G	CD (E) PW
<b>IMPROVEMENT PLAN REQUIREMENTS</b>				
76.		<p><b><i>Improvement Plans</i></b>  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, El Dorado County if applicable, and the El Dorado Irrigation District (EID) if applicable prior to approval of a Final Map.</p>	M	CD (E)
77.	3A.9-4:	<p><b><i>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</i></b>  Prior to submittal to the City of tentative maps or improvement plans the owner/applicants 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	CD (P)(E)

78.		<p><b><i>Standard Construction Specifications and Details</i></b>  Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u> with the exception of sewer and water, which will be provided by the El Dorado Irrigation District (EID). Sewer and water improvements shall be provided in accordance with the EID Design and Constructions Standards (July-1999). The sewer and water improvements shall also be designed and constructed in accordance with the approved Facilities Plan Report (FPR), and are subject to review and approval by EID.</p>	I	CD (P)(E)
79.		<p><b><i>Water and Sewer Infrastructure</i></b>  All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall provide public sewer and water main easements</li> <li>• An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> <li>• The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <u><i>Standard Construction Specifications and Details</i></u>.</li> <li>• It is possible that sewer service for all or portions of Phase 3A and 3B of the Folsom Heights Subdivision may be provided by the City of Folsom instead of the El Dorado Irrigation District (EID). In such event, the City of Folsom service will be provided, pursuant to a prior written agreement between the City and the EID on terms acceptable to both entities.</li> </ul>	I	CD (E)

80.	3A1-5	<p><b>Lighting Plan</b> The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Heights Subdivision Design Guidelines:</p> <ul style="list-style-type: none"> <li>• shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• 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;</li> <li>• for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• 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</li> <li>• 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.</li> </ul>	I	CD (P)
81.	3B. 1-2a.	<p><b>Above Ground Utility Site Design Review Application</b> The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations, life 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. In addition, the final design, materials, and colors of any structures, walls, fences, and enclosures shall be consistent with the Folsom Plan Area Public Facilities Design Standards Master Building Materials and Colors List and to the satisfaction of the Community Development Department.</p>	G, I	CD (P)(E) EWR
82.		<p><b>Utility Coordination</b> The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;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)(E)



83.	3B.7-4	<p><b>Implement Corrosion Protection Measures.</b> 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 and the El Dorado Irrigation District (EID) prior to approval of improvement plans.</p>	I	CD(E), EWR
84.	3B.7-1b	<p><b>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</b> The owner/applicant shall be required to provide isolation valves or similar devices to be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of a pipeline failure. The pipeline failure contingency measures shall be incorporated into the final pipeline design and this design shall be prepared by a licensed geotechnical or civil engineer. The specifications for the isolation valves shall conform to the California Building Code (CBC) and American Water Works Association Standards. The final pipeline design shall be reviewed and approved by the City and the El Dorado Irrigation District (EID) prior to approval of improvement plans.</p>	I	CD (E), EWR
85.		<p><b>Replacing Hazardous Facilities</b> 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.</p>	I, OG	CD (E)
86.		<p><b>Future Utility Lines</b> 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>	B	CD (E)
87.		<p><b>Water Meter Fixed Network System</b> The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.</p>	I	CD (E), EWR
88.		<p><b>Vertical Curb</b> All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P)(B)
89.		<p><b>Class II Bike Lanes</b> 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)

90.	3A 11-4	<p><b>Noise Barriers</b>  Based on the Supplemental Environmental Noise Assessment prepared by Bollard Acoustical Consultants on March 10, 2017, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• Traffic noise barriers shall be constructed along selected lots adjacent to White Rock Road (Lots 1-6) and future Empire Ranch Road (Lots 18-23) at the locations indicated on Figures 2 and 3 within the Environment Noise Assessment. The noise barriers shall be six-feet-tall relative to backyard elevation. The final location, design, materials, and colors of the noise barriers shall be to the satisfaction of the Community Development Department.</li> <li>• All second-floor bedroom windows of selected lots adjacent to White Rock Road (Lots 1-3) and future Empire Ranch Road (Lots 20-21) from which the roadway is visible shall be upgraded to a minimum STC rating of 32 (Shown on Figures 2 and 3 within the Environmental Noise Assessment).</li> <li>• Mechanical ventilation (air conditioning) shall be provided for all single-family residences within the Folsom Heights Subdivision to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.</li> </ul>	I	CD (E)(P)
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91.		<p><b><i>Master Plan Updates</i></b></p> <p>The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Sewer Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</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> and in accordance with the El Dorado Irrigation District (EID) Design and Construction Standards (July-1999) where applicable. The sewer and water improvements shall also be included in the Facilities Plan Report (FPR), which is subject to review and approval by EID.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
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92.	3A 3-1a	<p><b><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></b></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. The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Folsom Heights Subdivision drainage system.</p>	G, I	<p>CD (E), PW  PW (Sacto. Co. or El  Dorado Co.)  CALTRANS  USACE  CVRWQCB</p>
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93.	<p><b>Best Management Practices</b></p> <p>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>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <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)
94.	<p><b>Litter Control</b></p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)

**FIRE DEPT REQUIREMENTS**

95.	3A 14-3	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b>                  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 and El Dorado Hills 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.</p>	I, B	CD (E), FD
96.		<p><b><i>Prepare fuel modification plan (FMP).</i></b>                  If applicable, 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 shall obtain off-site easements for the required for the fuel modification buffer.</p> <p>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.</p>	G, I, M, B	CD (P), FD

97.		<p><b><i>All-Weather Access and Fire Hydrants</i></b>  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 to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p> <ul style="list-style-type: none"> <li>• Commercial Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the general commercial portion of the project is determined to be 750 GPM for three hours. The reduced fire-flow shall not be less than 1,000 GPM for commercial buildings with automatic sprinkler systems per Section 903.1.1 of the CFC, and shall not be less than 1,500 GPM for commercial buildings with automatic sprinkler systems per Section 903.3.1.2 of the CFC.</li> <li>• Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed residential portion of the project is determined to be 875 GPM for one hour.</li> <li>• All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval.</li> <li>• The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required.</li> <li>• 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</li> <li>• The first Fire Station planned for the Folsom Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</li> </ul>	G, I, M, B	CD (P), FD
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98.	3A 14-2	<p><b><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></b></p> <p>To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below:</p> <p>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	CD (E), FD, PW
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99.		<p><b>Landscaping Plans</b>  Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City Arborist and City staff 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 Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Landscaping installed in open spaces located between tiers of lots shall be chosen for resistance to fire and limited fuel production. 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 Folsom Heights Subdivision project.</p>	I, OG	CD(P), PW
100.		<p><b>Right of Way Landscaping</b>  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
101.		<p><b>Roundabout Design</b>  Prior to approval of the Final Map, the design all roundabouts shall be reviewed and approved by the Community Development Department, the Folsom Cordova Unified School District (FCUSD) and the Fire Department. The design shall include proposed lane configurations, proposed driveways, and any proposed landscape/hardscape features.</p>	M	CD (E), FD

**MAP REQUIREMENTS**

102.		<b><i>Subdivision Improvement Agreement</i></b> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)
103.		<b><i>The Final Inclusionary Housing Plan</i></b> The Final Inclusionary Housing Plan shall be approved by the City Council, and the Inclusionary Housing Agreement approved by the City Attorney shall be executed prior to recordation of the first Final Map for the Folsom Heights Subdivision.	M	CD (P)(E)

104.	3A 2-6	<p><b><i>Conditions, Covenants, and Restrictions (CC&amp;Rs)</i></b>  The owner/applicant shall disclose to the homebuyers in the Covenants, Conditions, and Restrictions (CC&amp;Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> <li>1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</li> <li>2) The soil in the subdivision may contain naturally occurring asbestos.</li> <li>3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</li> <li>4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.</li> <li>5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</li> </ol>	M	CD (P) PK
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105.		<p><b><i>Financing Districts</i></b>  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.</p>	M	CD (P)(E)
106.		<p><b><i>Public Utility Easements</i></b>  The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as public utility easements for underground public facilities on properties adjacent to the streets. Twelve and one-half-foot (12.5') wide Public Utility Easements for underground public facilities shall be dedicated adjacent to all private and public streets for other public utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone). The width of the public utility easements adjacent to public and private streets may be reduced with prior approval from public utility companies. 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)
107.		<p><b><i>Final Map Phasing</i></b>  Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.</p>	M	CD (E)
108.		<p><b><i>Backbone Infrastructure</i></b>  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, and any amendments thereto.</p>	M	CD (E)

109.		<p><b><i>New Permanent Benchmarks</i></b>  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)
110.		<p><b><i>Maintenance Plan Final Approval</i></b>  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)
111.		<p><b><i>Community Facilities Districts and Financing Plans</i></b>  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 where applicable:</p> <ul style="list-style-type: none"> <li>• Formation and approval by the City Council of the Aquatic Center CFD,</li> <li>• Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD,</li> <li>• Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) ,</li> <li>• 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)</li> <li>• Formation and approval by the City Council of the Open Space Management and Financing Plan.</li> <li>• Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan</li> </ul>	M	CD (E)

112.	4.7-1 3A 18-1	<p><b><i>Water Supply Availability</i></b>  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 the City of Folsom if applicable 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 prior to approval of any final map.</p>	M	CD (E), EWR
113.	3A 18-2a	<p><b><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></b>  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 and the El Dorado Irrigation District (EID).</p>	M, B, O	CD (E)(B), PW
114.		<p><b><i>Centralized Mail Delivery Units</i></b>  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)

115.	3A.4-2a	<p><b><i>Implement Additional Measures to Reduce Operational GHG Emissions.</i></b></p> <p><b>Energy Efficiency</b></p> <ul style="list-style-type: none"> <li>• Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).</li> <li>• Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%).</li> <li>• Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.</li> <li>• 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.</li> <li>• Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes.</li> </ul> <p><b>Water Conservation and Efficiency</b></p> <ul style="list-style-type: none"> <li>• With the exception of ornamental shade trees, use water-efficient landscapes with native or drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces.</li> <li>• Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.</li> <li>• Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.</li> <li>• Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.</li> </ul>	B	CD (E)
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115. Cont.	3A.4-2a	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Provide education about water conservation and available programs and incentives.</li> <li>• 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.</li> </ul> <p><b>Solid Waste Measures</b></p> <ul style="list-style-type: none"> <li>• Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>• Provide interior and exterior storage areas for recyclables and green waste at all buildings.</li> <li>• Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.</li> <li>• Provide education and publicity about reducing waste and available recycling services.</li> </ul> <p><b>Transportation and Motor Vehicles</b></p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• 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).</li> </ul>	B	CD (E)
116.		<p><b><i>Recorded Final Map</i></b> 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.</p>	B	CD (E)



117.		<p><b>Recorded Final Map</b>  Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD
118.	3A.11-5	<p><b>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</b>  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"> <li>• 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.</li> <li>• 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.</li> <li>• Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> <li>• Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> </ul>	B	CD (E)

119.		<p><b><i>Design Review Approval</i></b>  Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Folsom Heights Subdivision 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)
120.	3A.7-5	<p><b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b>  The owner/applicant of each project phase 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)

**TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS**

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.

**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.

Included in the PFFP are a number roadway projects including the Highway Interchanges that the Folsom Heights Subdivision 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.

**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.

**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.

121.	3A 15-4b,d	<b><i>East Bidwell/Iron Point</i></b> 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.	B	CD (E), PW
122.	3A15-1c	<b><i>Scott Road (West)/White Rock Road</i></b> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed.	B (pay SCTDF)	CD (E), PW

123.	3A 15-4f	<p><b><i>Empire Ranch Road/Iron Point Road Intersection</i></b>  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"> <li>• The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane.</li> <li>• The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane.</li> <li>• The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</li> <li>• The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</li> </ul> <p>The owner/applicant shall pay its proportionate share of funding of improvements.</p>	B (pay PFFP fee)	CD (E), PW
124.	3A 15-1s	<p><b><i>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</i></b>  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
125.	3A 15-1u	<p><b><i>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</i></b>  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.</p>	B (Caltrans MOU)	CD (E), PW

126.	3A 15-1x	<p><b><i>U.S. 50 Eastbound/Prairie City Road Diverge</i></b>  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.</p>	B (Caltrans MOU)	CD (E), PW
127.	3A 15-1y	<p><b><i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i></b>  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.</p>	B (Caltrans MOU)	CD (E), PW
128.	3A 15-1z	<p><b><i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i></b>  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.</p>	B (PFFP)	CD (E), PW
129.	3A 15-1aa	<p><b><i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i></b>  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).</p>	B (Caltrans MOU)	CD (E), PW

130.	3A 15-1dd	<p><b><i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i></b>  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.</p>	B (Caltrans MOU)	CD (E), PW
131.	3A 15-1ee	<p><b><i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i></b>  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.</p>	B (Caltrans MOU)	CD (E), PW
132.	3A 15-1ff	<p><b><i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i></b>  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.</p>	B (Caltrans MOU)	CD (E), PW
133.	3A-15-1gg	<p><b><i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i></b>  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.</p>	B (Caltrans MOU)	CD (E), PW

134.	3A 15-4t	<p><b><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i></b>  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.</p>	B (pay PFFP/ Interchange fee)	CD (E), PW
135.	3A 15-4u	<p><b><i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i></b>  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.</p>	B (pay PFFP fee)	CD (E), PW
136.	3A 15-4v	<p><b><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i></b>  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

137.	3A 15-4w	<p><b><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i></b>  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
138.	3A 15-4x	<p><b><i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i></b>  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
139.	3A 15-4y	<p><b><i>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</i></b>  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.</p>	B (pay PFFP fee)	CD (E), PW
140.	3A 15-2a	<p><b><i>Provide Options for Alternative Transportation Modes.</i></b>  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.</p>	B (pay PFFP fee and Transit fee)	CD (E), PW



141.	3A 15-1a	<p><b><i>Folsom Boulevard/Blue Ravine Road Intersection</i></b>  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</p>	B (pay PFFP fee)	CD (E), PW
142.	3A 15-1b	<p><b><i>Sibley Street/ Blue Ravine Road Intersection</i></b>  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</p>	B (pay PFFP fee)	CD (E), PW
143.	3A.15-1i	<p><b><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></b>  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

144.	3A.15-1o	<p><b><i>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</i></b></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
145.	3A.15-1p	<p><b><i>Grant Line Road/ State Route 16 Intersection</i></b></p> <p>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.</p>	B (Caltrans MOU/ SCTDF)	CD (E), PW
146.	3A.15-1q	<p><b><i>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</i></b></p> <p>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</p>	B (Caltrans MOU)	CD (E), PW

147.	3A.15-1r	<p><b><i>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</i></b>  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</p>	B (Caltrans MOU)	CD (E), PW
148.	3A.15-1v	<p><b><i>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</i></b>  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</p>	B (Caltrans MOU)	CD (E), PW
149.	3A.15-1w	<p><b><i>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</i></b>  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</p>	B (Caltrans MOU)	CD (E), PW
150.	3A.15-1hh	<p><b><i>U.S. 50 Eastbound/Folsom Boulevard</i></b>  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</p>	B (Caltrans MOU)	CD (E), PW

151.	3A.15-1ii	<p><b><i>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</i></b>  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.</p>	B (Caltrans MOU)	CD (E), PW
152.	3A.15-2b	<p><b><i>Participate in the City's Transportation System Management Fee Program</i></b>  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.</p>	B	CD (E), PW
153.	3A.15-3	<p><b><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></b>  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.</p>	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW
154.	3A.15-4a	<p><b><i>Sibley Street/Blue Ravine Road Intersection</i></b>  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</p>	B Pay PFFP fee	CD (E), PW
155.	3A.15-4c	<p><b><i>East Bidwell Street/College Street</i></b>  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</p>	B Pay PFFP fee	CD (E), PW

156.	3A.15-4g	<p><b><i>Oak Avenue Parkway/Easton Valley Parkway</i></b>  To ensure that the Oak Avenue Parkway/Easton Valley 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.</p>	B Pay SCTDF	CD (E), PW
157.	3A.15-1f	<p><b><i>Oak Avenue Parkway/Middle Road Intersection</i></b>  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.</p>	B Pay PFFP fee	CD (E), PW
158.	3A.15-1j	<p><b><i>Hazel Avenue between Madison Avenue and Curragh Downs Drive</i></b>  To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	B Pay SCTDF	CD (E), PW
159.	3A.15-1l:	<p><b><i>White Rock Road/Windfield Way Intersection</i></b>  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
160.	3A.15-4i	<p><b><i>Grant Line Road/White Rock Road Intersection</i></b>  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

161.	3A.15-4j	<p><b><i>Grant Line Road between White Rock Road and Kiefer Boulevard</i></b>  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
162.	3A.15-4k	<p><b><i>Grant Line Road between Kiefer Boulevard and Jackson Highway</i></b>  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
163.	3A.15-4l	<p><b><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i></b>  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

164.	3A.15-4m	<p><b><i>White Rock Road between Grant Line Road and Prairie City Road</i></b>  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
165.	3A.15-4n	<p><b><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i></b>  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
166.	3A.15-4o	<p><b><i>White Rock Road/Carson Crossing Road Intersection</i></b>  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

167.	3A.15-4p	<p><b><i>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</i></b>  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
168.	3A.15-4q	<p><b><i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i></b>  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
169.	3A.15-4r	<p><b><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i></b>  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



170.	3A.15-4s	<p><b><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i></b>  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
171.		<p><b><i>Credit Reimbursement Agreement</i></b>  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)
172.		<p>The owner/applicant shall construct the portion of Empire Ranch Road from the southern project boundary to the intersection of Empire Ranch Road and Alder Creek Parkway to its ultimate horizontal and vertical alignment with the Phase 3A portion of the Folsom Heights Subdivision project. The owner/applicant shall construct the portion of Empire Ranch Road from Alder Creek Parkway to the border of Large Lot 11/Large Lot 25 to its ultimate horizontal and vertical alignment with the Phase 1 portion of the Folsom Heights Subdivision project. In addition, the owner/applicant shall construct Prima Drive and the "D" Drive Temporary Emergency Turnaround to their ultimate horizontal and vertical alignment with the Phase 1 portion of the Folsom Heights Subdivision project. The aforementioned roadway improvements shall be constructed as shown on the Vesting Small-Lot Tentative Subdivision Map and in accordance with the phasing plan. In addition, all required utility and roadway improvements shall be constructed in coordination with the phasing of the construction of the Empire Ranch Road street segments as shown on the Small-Lot Vesting Tentative Subdivision Map to the satisfaction of the City.</p>	M	CD (P)(E)

173.		<p><b><i>Alder Creek Parkway Improvements</i></b>  The owner/applicant shall construct Alder Creek Parkway from the intersection of Empire Ranch Road to the intersection of Alder Creek Parkway and “N” Drive as shown on the updated Phasing Exhibit (dated September 19, 2016), the approved Small-Lot Vesting Tentative Subdivision Map, and the approved Off-Site Improvements Exhibit. The aforementioned improvements shall be constructed with the Phase 1 portion of the Folsom Heights Subdivision project to the satisfaction of the Community Development Department.</p>	M	CD (P)(E)
174.		<p><b><i>Prima Drive Improvements</i></b>  The owner/applicant shall construct Prima Drive to its ultimate horizontal and vertical alignment from the project site to the intersection of Stonebriar Drive and Prima Drive as shown on the approved Small-Lot Vesting Tentative Subdivision Map. The aforementioned improvements shall be constructed with the Phase 1 portion of the Folsom Heights Subdivision project to the satisfaction of the Community Development Department and through coordination with El Dorado County. The owner/applicant shall screen Prima Drive to minimize potential lighting impacts to nearby residences to the satisfaction of the Community Development Department. Prima Drive Roadway shall be limited to 27 feet in width. In addition, no construction-related traffic shall be permitted to utilize Prima Drive to access the project site.</p>	M	CD (P)(E)
<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>				
175.		<p><b><i>Landscaping Plan</i></b>  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. The 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)
176.		<p><b><i>Walls/Fences/Gates</i></b>  The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Heights Subdivision Design Guidelines.</p>	B	CD (P) (E)

177.		<p><b><i>Mechanical Equipment Screening</i></b>  All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.</p>	B	CD (P) (E)
178.		<p><b><i>El Dorado Irrigation District Facilities Plan Report</i></b>  The Facilities Plan Report (FPR) shall be approved by the El Dorado Irrigation District (EID) prior to approval of any Improvement Plan for the Folsom Heights Subdivision project. In addition, the FPR shall be implemented to the satisfaction of the El Dorado Irrigation District (EID) for the Folsom Heights Subdivision project. The owner/applicant shall obtain approval from the El Dorado Irrigation District (EID) and El Dorado County where applicable, prior to approval of any improvement plan for the project which includes water and sanitary sewer mains prior to approval of the plans by the City.</p>	I	CD (E)
179.		<p><b><i>Bicycle Trail System Modifications</i></b>  The owner/applicant shall incorporate the design and grading for the proposed Class I bike trails and Class II on-street bike lanes into the improvement plans consistent with the Folsom Heights Proposed Trail System Modification Exhibit dated December 14, 2016.</p>	I	CD (E)
180.		<p><b><i>White Rock Road Frontage Improvements</i></b>  The owner/applicant shall construct shoulder improvements along the project's entire frontage of westbound White Rock Road to the satisfaction of the City prior to approval of the Phase 1 Final Map or upon the construction of the future Empire Ranch Road connection to White Rock Road, whichever occurs first. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post adequate security to the City's satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years. If construction of the Capital Southeast Connector Project between Scott Road and the El Dorado County line has commenced during the term of the Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.</p>	M	CD (E)

181.		<p><b><i>Empire Ranch Road Irrigation</i></b></p> <p>The owner/applicant shall coordinate with the El Dorado Irrigation District (EID) to provide potable water for irrigation to the proposed landscape corridors on Empire Ranch Road. If EID is acceptable to allowing the City to provide the potable water for irrigation to the landscape corridors on Empire Ranch Road, the owner/applicant will prepare an inter-local agreement and coordinate with both the City and EID to execute and finalize the agreement. The agreement shall include the approval to allow the City the ability to provide water services and potable water for the irrigation within the boundaries of the EID and shall establish the boundary to separate each agencies area of responsibility along Empire Ranch Road. The City is acceptable to maintaining the landscape corridors on either the east or west side of Empire Ranch Road within the boundaries of the project provided the landscape corridors are along the street frontage of future residential uses or open space lots. The City will not provide maintenance of landscape corridors that will have street frontage for future commercial development on Empire Ranch Road. The inter-local agreement shall be executed and finalized between the City and EID prior to approval of the first Small Lot Final Map for the Folsom Heights Subdivision.</p>	M	CD (E)
182.		<p>Per direction provided by the City Council at its October 24, 2017 meeting, the owner/applicant shall construct the Prima Drive Extension as a paved and gated/bollard-controlled Emergency Vehicle Access (EVA) Route only, consistent with the requirements stated in Condition of Approval No. 174. The owner/applicant shall also work with the City of Folsom Fire Chief and the El Dorado Hills Fire Chief to establish the appropriate location(s) for the gates/bollards associated with the EVA. The final design, installation, and operation of the gates/bollards shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code. The final design and location of the gates/bollards shall be subject to review and approval by the City of Folsom. In addition, the EVA shall accommodate pedestrian and bicycle access to the satisfaction of the City of Folsom.</p>	I	CD (E)

**CONDITIONS**

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

<b>RESPONSIBLE DEPARTMENT</b>		<b>WHEN REQUIRED</b>	
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		



**Attachment 4**

**Folsom Heights Subdivision Master Plan Exhibit,  
Dated February 27, 2017**

U.S. HIGHWAY 50



**NEIGHBORHOOD FOCAL POINTS**

-  **TRAIL HEAD**
-  **NEIGHBORHOOD SHOPPING CENTER**

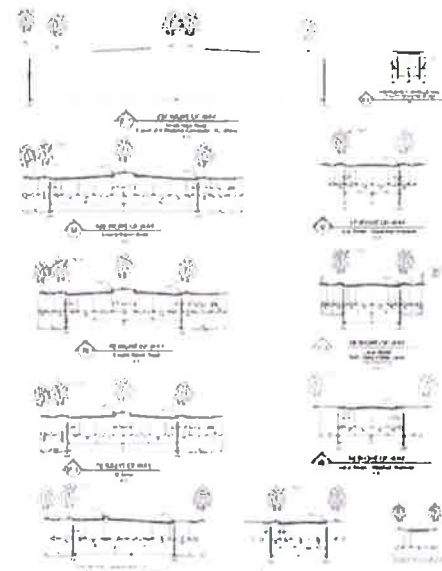
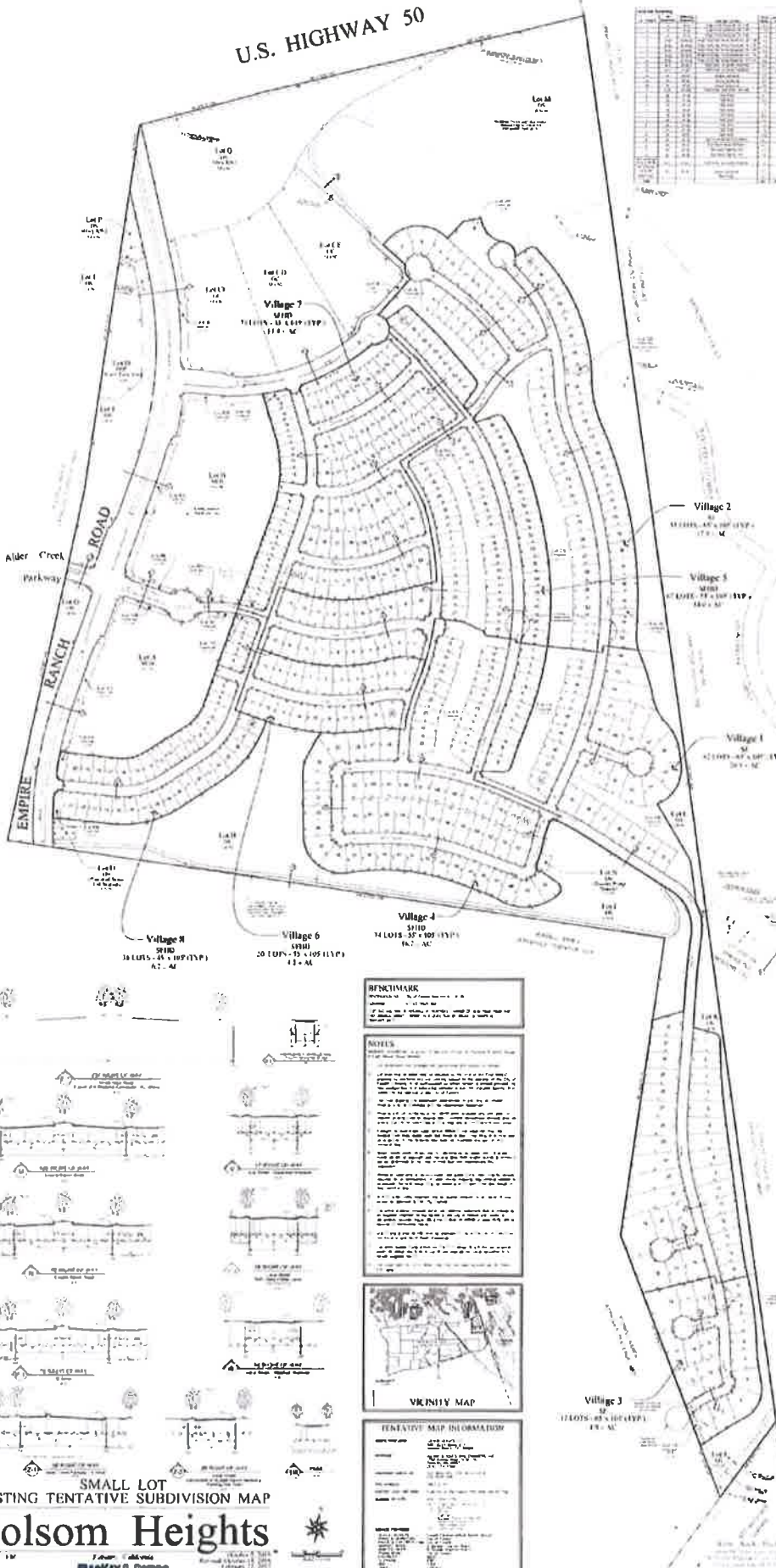
**Attachment 5**

**Small-Lot Vesting Tentative Subdivision Map  
Dated October 14, 2016**



U.S. HIGHWAY 50

Lot No.	Area (Ac.)	Notes
Lot 0	1.00	...
Lot 1	1.00	...
Lot 2	1.00	...
Lot 3	1.00	...
Lot 4	1.00	...
Lot 5	1.00	...
Lot 6	1.00	...
Lot 7	1.00	...
Lot 8	1.00	...
Lot 9	1.00	...
Lot 10	1.00	...
Lot 11	1.00	...
Lot 12	1.00	...
Lot 13	1.00	...
Lot 14	1.00	...
Lot 15	1.00	...
Lot 16	1.00	...
Lot 17	1.00	...
Lot 18	1.00	...
Lot 19	1.00	...
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Lot 21	1.00	...
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Lot 26	1.00	...
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Lot 41	1.00	...
Lot 42	1.00	...
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Lot 89	1.00	...
Lot 90	1.00	...
Lot 91	1.00	...
Lot 92	1.00	...
Lot 93	1.00	...
Lot 94	1.00	...
Lot 95	1.00	...
Lot 96	1.00	...
Lot 97	1.00	...
Lot 98	1.00	...
Lot 99	1.00	...
Lot 100	1.00	...



**BENCHMARK**  
 The benchmark is located at the intersection of U.S. Highway 50 and Empire Ranch Road.

**NOTES**  
 1. This map is a tentative subdivision map and is not intended to be used for any other purpose.  
 2. The lot dimensions shown on this map are approximate and should not be used for any other purpose.  
 3. The setbacks shown on this map are approximate and should not be used for any other purpose.  
 4. The utility lines shown on this map are approximate and should not be used for any other purpose.  
 5. The street names shown on this map are approximate and should not be used for any other purpose.  
 6. The village names shown on this map are approximate and should not be used for any other purpose.  
 7. The lot numbers shown on this map are approximate and should not be used for any other purpose.  
 8. The setbacks shown on this map are approximate and should not be used for any other purpose.



**TENTATIVE MAP INFORMATION**  
 This map is a tentative subdivision map and is not intended to be used for any other purpose. It is subject to change without notice. The information on this map is for informational purposes only and should not be used for any other purpose.

## Attachment 6

Letter from Applicant, dated August 11, 2021

340 Palladio Parkway, Suite 521  
Folsom, California 95630-8775  
(916) 984-1300 FAX (916) 984-1322



August 11, 2021

Ms. Pam Johns  
Community Development Director  
CITY OF FOLSOM  
50 Natoma Street  
Folsom, California 95630  
[pjohns@folsom.ca.us](mailto:pjohns@folsom.ca.us)

*Via USPS and Email*

Re: Three-Year Extension Request for Folsom Heights  
Vesting Tentative Subdivision Map

Dear Ms. Johns:

Elliott Homes, Inc., hereby formally requests a three-year extension of time for the Folsom Heights Vesting Tentative Map. The current map is expected to expire on July 11, 2022. Elliott Homes purchased this property on April 5, 2021. We are actively designing the improvements, with the plan to begin grading the overall site in the summer of 2022. An extension will allow Elliott Homes to complete the improvements and file Final Maps in an orderly and timely manner.

Thank you for your consideration of this request. Elliott Homes looks forward to your response and to scheduling the matter before the appropriate hearing bodies.

Yours truly,

**ELLIOTT HOMES, INC.**

A handwritten signature in blue ink, appearing to read "Price Walker", is written over the typed name.

Price Walker  
VICE PRESIDENT, PROJECT DEVELOPMENT

PW:tmg

cc: Mr. Steven Wang, City Attorney, [swang@folsom.ca.us](mailto:swang@folsom.ca.us)  
Mr. Steven Krahn, City Engineer, [skrahn@folsom.ca.us](mailto:skrahn@folsom.ca.us)  
Mr. Chad Roberts, Attorney, Hefner, Stark & Marois, LLP, [croberts@hsmilaw.com](mailto:croberts@hsmilaw.com)

**Attachment 7**

**Planning Commission Staff Report  
Dated November 3, 2021**



**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 2**  
**Type: Public Hearing**  
**Date: November 3, 2021**

## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Folsom Heights Subdivision Small-Lot Vesting Tentative Subdivision Map Extension

**File #:** PN 21-233

**Request:** Small-Lot Vesting Tentative Subdivision Map Extension

**Location:** Northeastern Corner of the Folsom Plan Area

**Staff Contact:** Steve Banks, Principal Planner, 916-461-6207  
sbanks@folsom.ca.us

### **Property Owner/Applicant**

Name: Elliott Homes, Inc.  
Address: 340 Palladio Parkway, Suite 521  
Folsom, CA 95630

**Recommendation:** Conduct a public hearing and upon conclusion recommend approval of a three-year extension in time for the Folsom Heights Subdivision Small-Lot Vesting Tentative Subdivision Map as illustrated on Attachment 6 for the Folsom Heights Subdivision project (PN 21-233) subject to the findings (Findings A-O) and conditions of approval (Conditions 1-182) attached to this report.

**Project Summary:** The proposed project involves a request for approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. The Folsom Heights Subdivision project includes development of a 530-unit residential and commercial community on a 189.7-acre site located within the northeastern corner of the Folsom Plan Area. The Planning Commission will be making a recommendation to the City Council regarding the project.

### **Table of Contents:**

- 1 - Background and Setting
- 2 - Project Description/Analysis
- 3 - Conditions of Approval
- 4 - Vicinity Map



**CITY OF  
FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 2**  
**Type: Public Hearing**  
**Date: November 3, 2021**

- 5 - Folsom Heights Subdivision Master Plan Exhibit, dated February 27, 2017**
- 6 - Small-Lot Vesting Tentative Subdivision Map, dated October 14, 2016**
- 7 - Letter from Applicant, dated August 11, 2021**

**Submitted,**

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**PAM JOHNS**  
**Community Development Director**

## ATTACHMENT 2 BACKGROUND AND SETTING

### BACKGROUND

On June 28, 2016, the City Council approved a General Plan Amendment and Specific Plan Amendment for development of the Folsom Heights Subdivision project. The approved General Plan Amendment and Specific Plan Amendment resulted in an increase in the amount of land designated for single-family development, a decrease in the amount of land designated for multi-family development, a reduction in the amount of land designated for commercial development, and an increase in the amount of open space within the 189.7-acre Folsom Heights Subdivision project area.

On July 11, 2017, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines, and an Inclusionary Housing Plan for the development of a 530-unit residential and commercial development (Folsom Heights Subdivision) on a 189.7-acre site located in the northeast corner of the Folsom Plan Area. On August 27, 2019, the City Council approved a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. On August 11, 2021, Elliott Homes submitted a timely letter to the City requesting a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project.

On August 27, 2021, Elliott Homes submitted an application to the City for approval of a code amendment to modify Section 16.16.120(D) of the Folsom Municipal Code to make it consistent with State law relative to map extensions. State law allows local jurisdictions to extend subdivision maps up to six years from the date of approval, while the Folsom Municipal Code limits the extension to three years. On September 28, 2021, the City Council approved Ordinance No. 1317, an Ordinance of the City of Folsom Amending Section 16.16.120(D) of the Folsom Municipal Code Pertaining to Extension of Tentative Subdivision Maps.

### GENERAL PLAN DESIGNATIONS

SF (Single Family)  
SFHD (Single Family High Density)  
MLD (Multifamily Low Density)  
GC (General Commercial)  
P-QP (Public /Quasi Public)  
OS (Open Space)

### SPECIFIC PLAN DESIGNATIONS

SP-SF (Single Family)  
SP-SFHD (Single Family High Density)  
SP-MLD (Multifamily Low Density)  
SP-GC (General Commercial)  
SP-P/QP (Public /Quasi Public)  
SP-OS1 (Preserve Open Space)

**SP-OS2 (Passive Open Space)**

**ADJACENT LAND USES/ZONING**

**North:** U.S. Highway 50 with undeveloped Commercial Property (SP 92-3) Beyond

**South:** Undeveloped Single-Family Residential Property (SP-SF PD) with White Rock Road Beyond

**East:** El Dorado County Line with Single-Family Residential Development Beyond

**West:** Empire Ranch Road with Undeveloped Single-Family Residential (SP-SF PD) and Commercial Property (SP-GC PD) Beyond

**SITE CHARACTERISTICS**

The project site is situated near the base of the Sierra Nevada foothills. The topography is characterized by gently rolling hills covered in non-native and naturalized grasslands

**APPLICABLE CODES**

FPASP (Folsom Plan Area Specific Plan)  
FMC 16.16, Tentative Subdivision Maps



## ATTACHMENT 1 PROJECT DESCRIPTION/ANALYSIS

### APPLICANT'S PROPOSAL

The applicant, Elliott Homes, Inc., is requesting approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. As referenced previously within this report, the Folsom Heights Subdivision project features development of a 530-unit residential and commercial development on a 189.7-acre site located within northeast corner of the Folsom Plan Area.

### POLICY/RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps be forwarded to the City Council for final action. City Council actions regarding extension of Tentative Subdivision Maps are covered under Section 16.16.120 of the Folsom Municipal Code.

### ANALYSIS

#### Small-Lot Vesting Tentative Subdivision Map Extension

As described in the background section of this report, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Development Agreement Amendment, Project Design Guidelines, and Inclusionary Housing Plan for development of the 530-unit Folsom Heights Subdivision project on July 11, 2017. The City Council granted a three-year extension in time for Folsom Heights Small-Lot Vesting Tentative Subdivision Map on August 27, 2019. The Small-Lot Vesting Tentative Subdivision Map for the project is valid until July 22, 2022. The life of the Project Design Guidelines track with the validity of the Small-Lot Vesting Tentative Subdivision Map. The Inclusionary Housing Plan is a requirement of the project and does not require an extension in time.

On August 27, 2021, Elliott Homes submitted an application to the City for approval of a code amendment to modify Section 16.16.120(D) of the Folsom Municipal Code to make it consistent with State law relative to map extensions. State law allows local jurisdictions to extend subdivision maps up to six years from the date of approval, while the Folsom Municipal Code limits the extension to three years. On September 28, 2021, the City Council approved Ordinance No. 1317, an Ordinance of the City of Folsom Amending Section 16.16.120(D) of the Folsom Municipal Code Pertaining to Extension of Tentative Subdivision Maps to allow for tentative maps to be extended for a period not exceeding a total of six years.

On August 11, 2021, the project applicant (Elliott Homes, Inc.) submitted a timely letter to the City requesting a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project. The applicant indicates in their extension letter that they recently purchased the subject property from Folsom Heights, LLC. on April 5, 2021. The applicant also states that they are actively designing the civil site improvements with the goal of beginning grading activities in the summer of 2022. In addition, the applicant comments that the extension in time will allow them to complete other required site improvements and to file the Final Map in a timely manner. The applicant has not proposed any changes to the previously approved project.

The Folsom Municipal Code (FMC, Section 16.16.120 D. Time Limit Extensions) states that the time at which a Tentative Subdivision Map expires may be extended by the Planning Commission for a period not exceeding a total of six years. As noted previously in the background section of this staff report, the City Council previously approved a three-year extension for the Folsom Heights Small-Lot Vesting Tentative Subdivision Map, thus the applicant is limited to one more three-year extension. As stated in the submitted extension request letter, the applicant has been actively engaged in designing the civil site improvements associated with the subdivision with the goal of conducting grading activities in the summer of 2022. In addition, the applicant states that the extension in time will allow them to complete other required site improvements and to file the Final Map in a timely manner. As a result, staff recommends approval of a three-year extension in time for the Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights Subdivision project.

#### **ENVIRONMENTAL REVIEW**

An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Folsom Heights Subdivision project (PN 15-303) on July 11, 2017 in accordance with the California Environmental Quality Act (CEQA). The proposed Small-Lot Vesting Tentative Subdivision Map extension is consistent with the Folsom Heights 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.

#### **RECOMMENDATION/PLANNING COMMISSION ACTION**

Move to recommend to the City Council approval of a three-year extension in time for the Folsom Heights Subdivision Small-Lot Vesting Tentative Subdivision Map as illustrated on Attachment 6 for the Folsom Heights Subdivision project (PN 21-233) subject to the findings (Findings A-O) and conditions of approval (Conditions 1-182) attached to this report.

**GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE FOLSOM HEIGHTS SPECIFIC PLAN AMENDMENT.

**CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ALSO APPROVED AN ADDENDUM FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT.
- D. THE PROPOSED PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE FEASIBLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT AND FOLSOM HEIGHTS SUBDIVISION CERTIFIED ADDENDUM WILL BE IMPLEMENTED FOR THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, CONSISTENT WITH CEQA GUIDELINES SECTION 15183(e).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES REQUIRING SUBSEQUENT ENVIRONMENTAL REVIEW HAVE OCCURRED.

**VESTING TENTATIVE SUBDIVISION MAP AND MAP EXTENSION FINDINGS**

- G. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP , TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- I. THE PROJECT SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.

- J. THE PROJECT SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.
- K. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- L. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- M. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- N. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).
- O. APPLICABLE DEVELOPMENT FEES HAVE INCREASED SINCE INITIAL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP ON JUNE 11, 2017. THE PROJECT IS SUBJECT TO APPLICABLE DEVELOPMENT FEES IN PLACE AT TIME OF ISSUANCE OF PERMITS.

**Attachment 8**

**Minutes from November 3, 2021  
Planning Commission Meeting**



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PLANNING COMMISSION MINUTES**  
**November 3, 2021**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

**CALL TO ORDER PLANNING COMMISSION:** Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Bill Miklos, Ralph Peña, Barbara Leary, Chair Justin Raithe!

**ABSENT:** Peña

**CITIZEN COMMUNICATION:** None

**MINUTES:** The minutes of October 6, 2021 were approved as submitted.

**PUBLIC HEARING**

**1. PN 21-142, 7635 Baldwin Dam Road Tentative Parcel Map and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Craig Whelan for approval of a Tentative Parcel Map to subdivide two existing parcels totaling 4.48-acres into four individual parcels for future sale and development. The zoning classification for the site is R-1-L A, while the General Plan land-use designation is SF. The project is exempt from environmental review under section 15315 (Minor Land Divisions) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Steve Banks/Applicant: Craig Whelan)**

1. Eric Forrest addressed the Planning Commission with concerns regarding sewer connection and EVA access on parcel 4.
2. Ryan Rawles addressed the Planning Commission with questions regarding the sewer connection, LLA's, and bridge weight.
3. Brian Martell addressed the Planning Commission in support of the project.
4. Jerome Merchant addressed the Planning Commission with questions regarding the permanency of the building envelopes.

COMMISSIONER DUEWEL MOVED TO APPROVE THE 7635 BALDWIN DAM ROAD TENTATIVE PARCEL MAP PROJECT, SUBJECT TO THE FINDINGS (FINDINGS A-K) AND CONDITIONS OF APPROVAL (CONDITIONS 1-28) WITH ADDITION OF CONDITION NO. 29 TO STATE:

"29. If the owner/applicant decides to construct the improvements associated with the Tentative Parcel Map prior to the City completing the Capital Improvement Project (approximately Spring/Summer 2022) in the Baldwin Dam area, the owner/applicant shall be required to install a cut-in tee with a valve on each leg of the existing 14-inch watermain (3 Valves in total) located in Baldwin Dam Road and install approximately 23 feet of 8-inch Ductile Iron Pipe across Baldwin Dam in order to provide water services to the future parcels. If the City

completes the improvements to Baldwin Dam Road prior to improvements associated with this Tentative Parcel Map, the owner/applicant shall connect to the newly installed 8-inch blind flange that shall be extended to private road."

COMMISSIONER MIKLOS SECONDED THE MOTION.

COMMISSIONER LEARY MADE A FRIENDLY AMENDMENT TO THE MOTION TO ADD A BULLET POINT TO CONDITION NO. 25 TO STATE:

"25.

- Future homebuilders shall consult with the City Arborist on the location of building footprints prior to the submittal of Design Review application."

COMMISSIONER DUEWEL DENIED THE FRIENDLY AMENDMENT.

COMMISSIONER LEARY THEN MOVED TO AMEND THE PENDING MOTION. SHE MOVED TO APPROVE THE 7635 BALDWIN DAM ROAD TENTATIVE PARCEL MAP PROJECT, SUBJECT TO THE FINDINGS (FINDINGS A-K) AND CONDITIONS OF APPROVAL (CONDITIONS 1-28) WITH ADDITION OF CONDITION NO. 29 TO STATE:

"29. If the owner/applicant decides to construct the improvements associated with the Tentative Parcel Map prior to the City completing the Capital Improvement Project (approximately Spring/Summer 2022) in the Baldwin Dam area, the owner/applicant shall be required to install a cut-in tee with a valve on each leg of the existing 14-inch watermain (3 Valves in total) located in Baldwin Dam Road and install approximately 23 feet of 8-inch Ductile Iron Pipe across Baldwin Dam in order to provide water services to the future parcels. If the City completes the improvements to Baldwin Dam Road prior to improvements associated with this Tentative Parcel Map, the owner/applicant shall connect to the newly installed 8-Inch blind flange that shall be extended to private road."

AND THE ADDITION OF A BULLET POINT TO CONDITION NO. 25 TO STATE:

"25.

- Future homebuilders shall consult with the City Arborist on the location of building footprints prior to the submittal of Design Review application."

COMMISSIONER REYNOLDS SECONDED THE MOTION TO AMEND.

THE COMMISSION VOTED TO AMEND COMMISSIONER DUEWEL'S MOTION WITH COMMISSIONER LEARY'S MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: REYNOLDS, WEST, LEARY, RAITHEL  
NOES: DUEWEL, MIKLOS  
ABSTAINED: NONE  
ABSENT: PENA

THE COMMISSION VOTED ON COMMISSIONER LEARY'S MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: REYNOLDS, WEST, DUEWEL, LEARY, RAITHEL  
NOES: MIKLOS  
ABSTAINED: NONE  
ABSENT: PENA

## 2. PN 21-233, Folsom Heights Vesting Tentative Subdivision Map Extension

A Public Hearing to consider a request from Elliott Homes, Inc. for approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Folsom Heights

Subdivision project. The specific plan classifications for the site are SP-SF, SP-SFHD, SP-MLD, SP-GC, SP-P/QP, SP-OS1, and SP-OS2, while the General Plan land-use designations are SF, SFHD, MLD, GC, P-QP, and OS. An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Folsom Heights Subdivision project (PN 15-303) on July 11, 2017 in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Steve Banks/Applicant: Elliott Homes, Inc.)**

1. Ellen Post addressed the Planning Commission regarding the EVA access on the trail behind her home.

COMMISSIONER REYNOLDS MOVED TO RECOMMEND THE CITY COUNCIL APPROVAL OF A THREE-YEAR EXTENSION IN TIME FOR THE FOLSOM HEIGHTS SUBDIVISION SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AS ILLUSTRATED ON ATTACHMENT 6 FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 21-233) SUBJECT TO THE FINDINGS (FINDINGS A-O) AND CONDITIONS OF APPROVAL (CONDITIONS 1-182) ATTACHED TO THIS REPORT.

COMMISSIONER LEARY SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: REYNOLDS, WEST, DUEWEL, MIKLOS, LEARY, RAITHEL

NOES: NONE

ABSTAINED: NONE

ABSENT: PENA

### **3. PN 21-234, Broadstone Estates Vesting Tentative Subdivision Map Extension**

A Public Hearing to consider a request from Elliott Homes, Inc. for approval of a three-year extension in time for the previously approved Small-Lot Vesting Tentative Subdivision Map associated with the Broadstone Estates Subdivision project. The specific plan classifications for the site are SP-SF PD and SP-OS2, while the General Plan land-use designations are SF and OS. 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). **(Project Planner: Steve Banks/Applicant: Elliott Homes, Inc.)**

COMMISSIONER LEARY MOVED TO RECOMMEND THE CITY COUNCIL APPROVAL OF A THREE-YEAR EXTENSION IN TIME FOR THE BROADSTONE ESTATES SUBDIVISION SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AS ILLUSTRATED ON ATTACHMENT 6 FOR THE BROADSTONE ESTATES SUBDIVISION PROJECT (PN 21-234) SUBJECT TO THE FINDINGS (FINDINGS A-O) AND CONDITIONS OF APPROVAL (CONDITIONS 1-189) ATTACHED TO THIS REPORT.

COMMISSIONER REYNOLDS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: REYNOLDS, WEST, DUEWEL, MIKLOS, LEARY, RAITHEL

NOES: NONE

ABSTAINED: NONE

ABSENT: PENA

### **NEW BUSINESS**

#### **4. PN 21-204, Mangini Ranch Phase 2 Village 1 Subdivision Residential Design Review**

A Public Meeting to consider a request from Tri-Pointe Homes for approval of a Design Review application for 88 single-family residential units for the Mangini Ranch Phase 2 Village 1 Subdivision. The zoning classification for the site is SP-SFHD (PD), while the General Plan land-use designation is SFHD. The project was previously determined to be exempt from the California Environmental Quality Act in accordance with Government Code section 65457 and section 15182 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: Tri-Pointe Homes)**



COMMISSIONER WEST MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 88 SINGLE-FAMILY RESIDENTIAL HOMES AS ILLUSTRATED ON ATTACHMENTS 6 THROUGH 10 FOR THE MANGINI RANCH PHASE 2 VILLAGE 1 PROJECT (PN 21-204) SUBJECT TO THE FINDINGS (FINDINGS A-J) AND CONDITIONS OF APPROVAL (CONDITIONS 1-15) WITH MODIFICATION TO CONDITION NO. 13 TO STATE:

"13. 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 ~~improved~~ approved by the Fire Marshal.

COMMISSIONER REYNOLDS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: REYNOLDS, WEST, DUEWEL, MIKLOS, LEARY, RAITHEL  
NOES: NONE  
ABSTAINED: NONE  
ABSENT: PENA

**5. PN 21-205. Mangini Ranch Phase 2 Village 2 Subdivision Residential Design Review**

A Public Meeting to consider a request from Tri-Pointe Homes for approval of a Design Review application for 74 single-family residential units for the Mangini Ranch Phase 2 Village 2 Subdivision. The zoning classification for the site is SP-SFHD (PD), while the General Plan land-use designation is SFHD. The project was previously determined to be exempt from the California Environmental Quality Act in accordance with Government Code section 65457 and section 15182 of the CEQA Guidelines. (Project Planner: Josh Kinkade/Applicant: Tri-Pointe Homes)

COMMISSIONER WEST MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 74 SINGLE-FAMILY RESIDENTIAL HOMES AS ILLUSTRATED ON ATTACHMENTS 6 THROUGH 10 FOR THE MANGINI RANCH PHASE 2 VILLAGE 2 PROJECT (PN 21-205) SUBJECT TO THE FINDINGS (FINDINGS A-J) AND CONDITIONS OF APPROVAL (CONDITIONS 1-15) WITH MODIFICATION TO CONDITION NO. 13 TO STATE:

"13. 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 ~~improved~~ approved by the Fire Marshal.

COMMISSIONER LEARY SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: REYNOLDS, WEST, DUEWEL, MIKLOS, LEARY, RAITHEL  
NOES: NONE  
ABSTAINED: NONE  
ABSENT: PENA

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next regularly scheduled Planning Commission meeting is tentatively scheduled for November 17, 2021.

RESPECTFULLY SUBMITTED,

  
\_\_\_\_\_  
Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

  
\_\_\_\_\_  
Justin Raitel, CHAIR

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