



Folsom City Council Staff Report

MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No.10634– A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 3 Subdivision
FROM:	Community Development Department

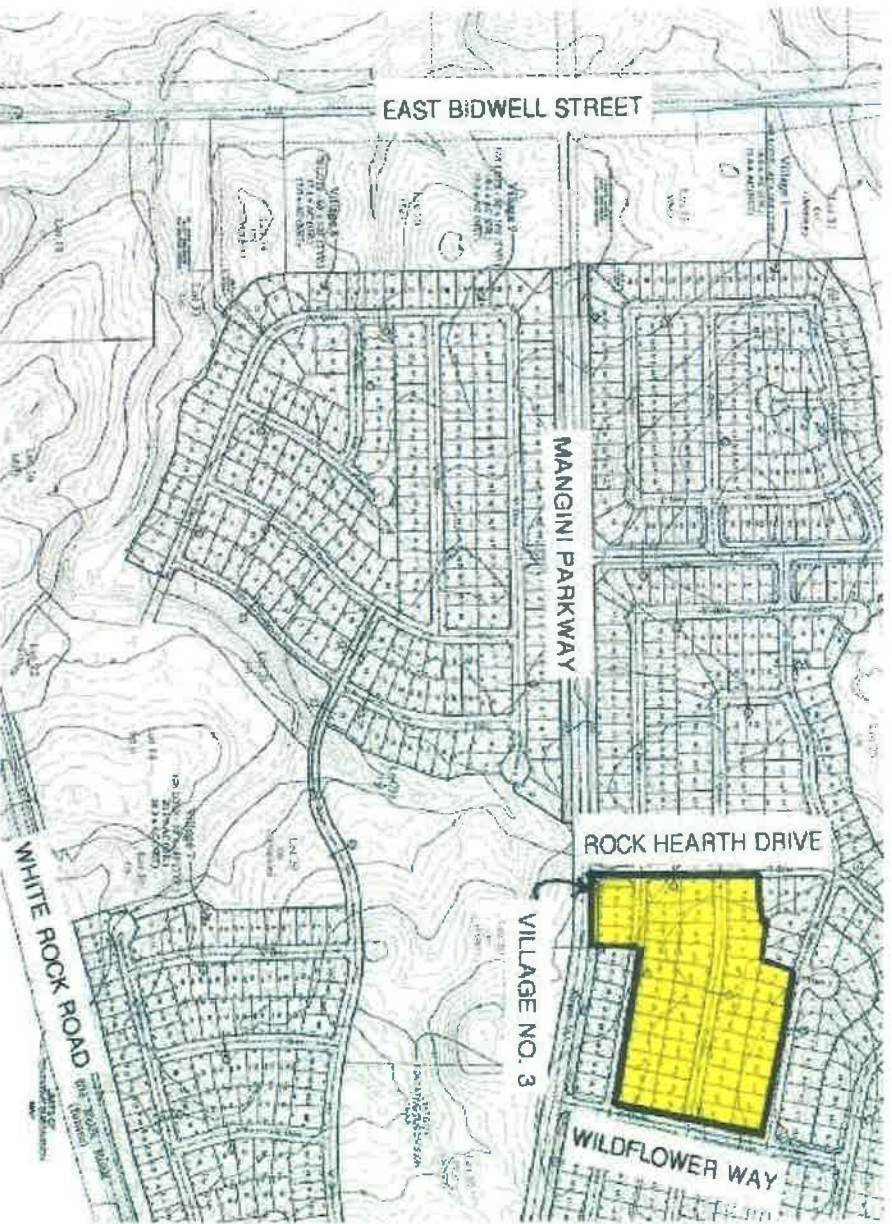
RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt Resolution No.10634– A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 3 Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map for the Mangini Ranch Phase 1 Village No. 3 subdivision was approved by the City Council on June 23, 2015.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 1 Village No. 3 subdivision. The Final Map for the Mangini Ranch Phase 1 Village No. 3 subdivision will create a total of 49 single-family high density residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Mangini Ranch Village No. 3 subdivision is located on the north side of Mangini Parkway and east of East Bidwell Street and west of Wildflower Way in the Folsom Plan Area (FPA) (see Attachment 4).

POLICY / RULE

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

ANALYSIS

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

Attached is a table which includes the conditions of approval for the Mangini Ranch Phase 1 Village No. 3 Vesting Tentative Subdivision Map. The tables include information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which

City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied.

ENVIRONMENTAL REVIEW

The Mangini Ranch Phase 1 Subdivision project has been previously determined to be exempt from review under the California Environmental Quality Act (CEQA) pursuant to Government Code section 65457 and CEQA Guidelines sections 15182 and 15183. No further environmental review is required for this Final Map.

ATTACHMENTS

1. Resolution No.10634- A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 3 Subdivision
2. Mangini Ranch Phase 1 Village No. 3 Subdivision Improvement Agreement
3. Mangini Ranch Phase 1 Village No. 3 Final Map
4. Mangini Ranch Phase 1 Village No. 3 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 1 Village No. 3 Vesting Tentative Subdivision Map

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1

RESOLUTION NO. 10634

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

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

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

WHEREAS, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Mangini Ranch Phase 1 Village No. 3 subdivision.

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

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

PASSED AND ADOPTED this 25th day of May 2021, by the following roll-call vote:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

ATTEST:

Michael D. Kozlowski, MAYOR

Christa Freemantle, CITY CLERK

Attachment 2

**Mangini Ranch Phase 1 Village No. 3
Subdivision Improvement Agreement**

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2021, by and between the **City of Folsom**, hereinafter referred to as "City", and **Mangini Improvement Company, Inc., a California Corporation** hereinafter referred to as "Subdivider".

RECITALS

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

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
 - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
 - a. Improvement security in the sum of **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.
 - c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS (\$3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.
 - d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.
6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.
7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be

rendered against the City in any such actions, suits or legal proceedings, or result thereof.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Mangini Improvement Company, Inc.
4370 Town Center Blvd., Suite 100
El Dorado Hills, CA 95762
ATTN; William B. Bunce, President**

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

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

16. Attorney's Fees. In the event any legal action is brought to enforce or interpret this Agreement, the prevailing party shall be entitled to an award of reasonable attorney's fees, in addition to any other relief to which he may be entitled.

17. Assignment. This Agreement shall bind and inure to the benefit of the assigns, successors in interest, heirs, executors, and administrators of the parties, and the parties agree that the City may cause a copy of this Agreement to be recorded in the Sacramento County Recorder's Office.

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

SUBDIVIDER

Mangini Improvement Company, Inc.
A California Corporation

BY: _____

BY: _____

Print Name: _____

Print Name: _____

DATE _____

DATE: _____

CITY OF FOLSOM, a Municipal Corporation

DATE _____

Elaine Andersen
CITY MANAGER

ATTEST:

DATE _____

Christa Freemantle
CITY CLERK

APPROVED AS TO CONTENT:

DATE _____

Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

APPROVED AS TO FORM:

DATE _____

Steven Wang
CITY ATTORNEY

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

EXHIBIT A

FOLSOM PLAN AREA

Bond Estimate Summary for Mangini Ranch



April 26th 2021

Improvement Plans for Mangini Phase 1B Village 3

	Total	Cost to Complete
Site Preparation	\$ 31,800	\$ -
Sanitary Sewer System	\$ 238,500	\$ -
Storm Drain System	\$ 157,200	\$ -
Potable Water Distribution System	\$ 236,800	\$ -
Concrete	\$ 138,900	\$ -
Streetwork	\$ 565,100	\$ -
Grand Total Cost of Improvements	\$ 1,368,300.00	\$ -

Mangini Parkway Phase 1C Offsite Roadway Improvmetns

Site Preparation	\$ 16,500	\$ 16,500
Sanitary Sewer System	\$ 18,050	\$ 18,050
Storm Drain System	\$ 103,735	\$ 103,735
Potable Water Distribution System	\$ 21,700	\$ 21,700
Non-Potable Water Distribution System	\$ 74,000	\$ 74,000
Concrete	\$ 115,040	\$ 115,040
Streetwork	\$ 160,395	\$ 160,395
Miscellaneous	\$ 14,556	\$ 14,556
Grand Total Cost of Improvements	\$ 523,976.15	\$ 523,976.15



Improvement Plans for Mangini Phase 1B Village 3

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Site Preparation							
1.	10	AC	Clearing & Grubbing	\$ 2,178.00	\$ 21,800	100%	\$ -
2.	10	AC	Erosion Control	\$ 1,000.00	\$ 10,000	100%	\$ -
Subtotal Site Preparation					\$ 31,800		\$ -
Sanitary Sewer System							
1.	1,400	LF	8" Sanitary Sewer, PVC SDR 26	\$ 85.00	\$ 119,000	100%	\$ -
2.	6	EA	48" Standard Sanitary Sewer Manhole	\$ 7,500.00	\$ 45,000	100%	\$ -
3.	49	EA	4" Sanitary Sewer Service	\$ 1,500.00	\$ 73,500	100%	\$ -
4.	2	EA	Remove Existing Flushing Branch & Connect	\$ 500.00	\$ 1,000	100%	\$ -
Subtotal Sanitary Sewer System					\$ 238,500		\$ -
Storm Drain System							
1.	878	LF	12" Storm Drain, RCP CL III	\$ 95.00	\$ 83,400	100%	\$ -
2.	216	LF	18" Storm Drain, RCP CL III	\$ 115.00	\$ 24,800	100%	\$ -
3.	5	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 25,000	100%	\$ -
4.	1	EA	Type 'B' Drainage Inlet	\$ 3,000.00	\$ 3,000	100%	\$ -
5.	5	EA	Type GOL-7 (On-Grade) Drainage Inlet	\$ 4,000.00	\$ 20,000	100%	\$ -
6.	2	EA	Remove Existing Temporary Riser & Connect	\$ 500.00	\$ 1,000	100%	\$ -
Subtotal Storm Drain System					\$ 157,200		\$ -



Improvement Plans for Mangini Phase 1B Village 3

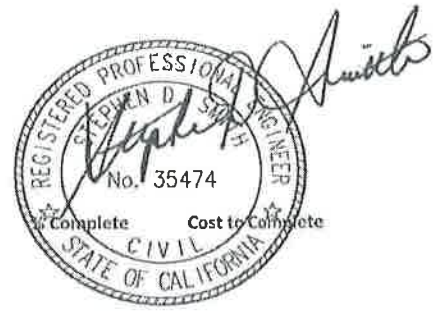
ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Potable Water Distribution System							
1.	1,477	LF	8" Water Main, PVC C900 CL 200	\$ 70.00	\$ 103,400	100%	\$ -
2.	3	EA	8" Gate Valve	\$ 1,700.00	\$ 5,100	100%	\$ -
3.	4	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 6,800.00	\$ 27,200	100%	\$ -
4.	46	EA	1" Water Service	\$ 2,100.00	\$ 96,600	100%	\$ -
5.	1	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 2,500	100%	\$ -
6.	4	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 2,000	100%	\$ -
Subtotal Potable Water Distribution System					\$ 236,800		\$ -
Concrete							
1.	3,021	LF	Type 1 Rolled Curb & Gutter	\$ 20.00	\$ 60,400	100%	\$ -
2.	12,078	SF	Sidewalk (6" PCC/ 6" AB)	\$ 6.50	\$ 78,500	100%	\$ -
Subtotal Concrete					\$ 138,900		\$ -
Streetwork							
1.	49,525	SF	Pavement (3" AC Type B/7.5" AB Class 2)	\$ 3.00	\$ 148,600	100%	\$ -
2.	7	EA	LED Streetlight	\$ 10,000.00	\$ 70,000	100%	\$ -
3.	4	EA	Miscellaneous Signs	\$ 300.00	\$ 1,200	100%	\$ -
4.	1	EA	Street Name Sign on Post	\$ 500.00	\$ 500	100%	\$ -
5.	2	EA	Stop Sign (R1-1) on Post	\$ 500.00	\$ 1,000	100%	\$ -
6.	44	SF	Markings	\$ 5.00	\$ 200	100%	\$ -
7.	2	EA	Concrete Survey Monument	\$ 300.00	\$ 600	100%	\$ -
8.	49	LOT	Joint Trench	\$ 7,000.00	\$ 343,000	100%	\$ -
Subtotal Streetwork					\$ 565,100		\$ -

Mangini Parkway Phase 1C Offsite Roadway Improvements



ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Site Preparation and Earthwork							
1.	5	AC	Clearing & Grubbing	\$ 200.00	\$ 1,000.00	0%	\$ 1,000.00
2.	5	AC	Erosion Control	\$ 1,000.00	\$ 5,000.00	0%	\$ 5,000.00
3.	3,000	CY	Rough Grade Excavation	\$ 3.50	\$ 10,500.00	0%	\$ 10,500.00
Subtotal Site Preparation					\$ 16,500.00		\$ 16,500
Sanitary Sewer System							
1.	4	EA	Adjust Sanitary Sewer Manhole Rlm	\$ 500.00	\$ 2,000.00	0%	\$ 2,000.00
2.	1	EA	48" Standard Sanitary Sewer Manhole	\$ 4,500.00	\$ 4,500.00	0%	\$ 4,500.00
3.	165	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 11,550.00	0%	\$ 11,550.00
Subtotal Sanitary Sewer System					\$18,050.00		\$ 18,050
Storm Drain System							
1.	78	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 3,510.00	0%	\$ 3,510.00
2.	125	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 6,875.00	0%	\$ 6,875.00
3.	75	LF	18" Storm Drain, PVC SDR 26	\$ 80.00	\$ 6,000.00	0%	\$ 6,000.00
4.	265	LF	30" Storm Drain, RCP CL III	\$ 70.00	\$ 18,550.00	0%	\$ 18,550.00
5.	35	LF	36" Storm Drain, RCP CL III	\$ 80.00	\$ 2,800.00	0%	\$ 2,800.00
6.	2	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 10,000.00	0%	\$ 10,000.00
7.	1	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 7,000.00	0%	\$ 7,000.00
7.	1	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 9,000.00	0%	\$ 9,000.00
8.	1	EA	84" Storm Drain Manhole	\$ 11,000.00	\$ 11,000.00	0%	\$ 11,000.00
9.	1	EA	Type 'F' Drainage Inlet	\$ 2,000.00	\$ 2,000.00	0%	\$ 2,000.00
10.	7	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 24,500.00	0%	\$ 24,500.00
11.	5	EA	Adjust Storm Drain Manhole Rlm	\$ 500.00	\$ 2,500.00	0%	\$ 2,500.00
Subtotal Storm Drain System					\$103,735.00		\$ 103,735

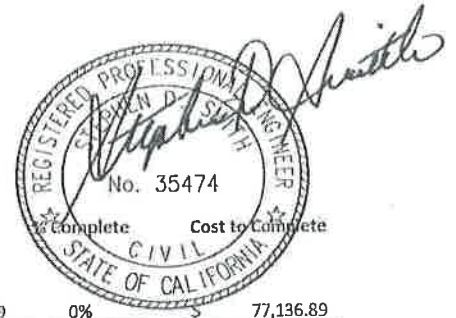
Mangini Parkway Phase 1C Offsite Roadway Improvements



ITEM

NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Potable Water Distribution System							
1.	160	LF	12" Water Main, PVC C900 CL 200	\$ 70.00	\$ 11,200.00	0%	\$ 11,200.00
2.	2	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 5,000.00	0%	\$ 5,000.00
3.	1	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 5,000.00	0%	\$ 5,000.00
4.	1	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Potable Water Distribution System					\$21,700.00		\$ 21,700
Non-Potable Water Distribution System							
1.	950	LF	12" Non-Potable Water Main, PVC C900 CL 200	\$ 70.00	\$ 66,500.00	0%	\$ 66,500.00
2.	1	EA	4" End of Line Blow-Off Valve	\$ 3,500.00	\$ 3,500.00	0%	\$ 3,500.00
3.	1	EA	2" Water Service	\$ 3,500.00	\$ 3,500.00	0%	\$ 3,500.00
4.	1	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Non-Potable Water Distribution System					\$74,000.00		\$ 74,000
Concrete							
1.	1,177	LF	Type 2 Vertical Curb & Gutter	\$ 20.00	\$ 23,540.00	0%	\$ 23,540.00
2.	1,990	LF	Type 5 Median Curb	\$ 15.00	\$ 29,850.00	0%	\$ 29,850.00
3.	12,330	SF	Sidewalk (6" PCC)	\$ 5.00	\$ 61,650.00	0%	\$ 61,650.00
Subtotal Concrete					\$115,040.00		\$ 115,040

Mangini Parkway Phase 1C Offsite Roadway Improvements



ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Streetwork							
1.	964	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 77,136.89	0%	\$ 77,136.89
2.	2,033	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 40,658.22	0%	\$ 40,658.22
3.	100	SF	Pavement Markings	\$ 5.00	\$ 500.00	0%	\$ 500.00
4.	1	EA	Streetlight Service Point	\$ 5,000.00	\$ 5,000.00	0%	\$ 5,000.00
5.	200	LF	12" Limit Line (DTL LL)	\$ 1.50	\$ 300.00	0%	\$ 300.00
6.	3,700	LF	6" Pavement Striping	\$ 1.00	\$ 3,700.00	0%	\$ 3,700.00
7.	3	EA	Stop Sign (R1-1) on Post	\$ 500.00	\$ 1,500.00	0%	\$ 1,500.00
8.	7	EA	LED Streetlight	\$ 3,000.00	\$ 21,000.00	0%	\$ 21,000.00
9.	2	EA	Timber Barricade w / signs	\$ 5,300.00	\$ 10,600.00	0%	\$ 10,600.00
Subtotal Streetwork					\$160,395.11		\$ 160,395.11
Miscellaneous							
1.	570	LF	4" PVC (SCH 80) Irrigation Sleeves	\$ 15.00	\$ 8,550.00	0%	\$ 8,550.00
2.	225	LF	6" PVC (SCH 80) Irrigation Sleeves	\$ 20.00	\$ 4,500.00	0%	\$ 4,500.00
3.	11	CY	CLSM Abandon Pipe	\$ 140.00	\$ 1,506.04	0%	\$ 1,506.04
Subtotal Miscellaneous					\$14,556.04		\$ 14,556.04

BOND # _____
PREMIUM: _____

PERFORMANCE BOND
for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **Mangini Improvement Company, Inc. a California Corporation**, (hereinafter designated as "Principal") have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2021, and identified as the **Mangini Ranch Phase 1 Village No. 3 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, We, the principal, and _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**, lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors, and administrators, jointly and severally firmly by these presents.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2021.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

BOND # _____
PREMIUM: _____

LABOR & MATERIALS BOND
for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and **Mangini Improvement Company, Inc., a California Corporation** (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2021, and identified as the **Mangini Ranch Phase 1 Village No. 3 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**, for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, cost and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2021.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

Attachment 3

**Mangini Ranch Phase 1 Village No. 3
Final Map**

OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT I AM THE ONLY PARTY HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "MANGINI RANCH VILLAGE 3" AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY AND I CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP, AND OFFER FOR DEDICATION AND DO HEREBY DEDICATE AS PUBLIC RIGHT-OF-WAY AND AS UTILITY EASEMENTS TO THE CITY OF FOLSOM, FLAGSTAFF DRIVE AS SHOWN HEREON.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

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

MANGINI IMPROVEMENT COMPANY, INC.,
A CALIFORNIA CORPORATION

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

NOTARY'S ACKNOWLEDGMENT

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

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

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____
MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____
MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____



VICINITY MAP
N.T.S.

NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "75" ELEVATION = 413.97 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM RM 75" ON THE NORTHEAST CORNER OF A CONCRETE PAD FOR A PRESSURE REDUCING STATION. LOCATION OF SITE IS APPROXIMATELY 2000 FEET EAST OF THE INTERSECTION OF MANGINI PARKWAY AND E. BOWELL STREET ON THE SOUTH SIDE OF MANGINI PARKWAY. APPROXIMATE LATITUDE: N08° 37' 42.6" LONGITUDE: W121° 06' 25.0"

THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK U01B-009 STAMPED "K-456" IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF MANGINI IMPROVEMENT COMPANY, INC., A CALIFORNIA CORPORATION IN SEPTEMBER 2017. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP. THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY JUNE 30, 2021 AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



FOR REVIEW
PURPOSES ONLY

ROBERT M. PLANK
P.L.S. 5760 EXP. 08-30-2020

DATE: PRINTED: 11-05-2019

CITY ENGINEER'S STATEMENT

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

STEVEN R. KRAHL, PCE 48291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/30/2020

DATE: _____

CITY SURVEYOR'S STATEMENT

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

GERALD A. YOUNG, L.S. 3852
CITY SURVEYOR
LICENSE EXPIRES: 6/30/2020

DATE: _____

CITY CLERK'S STATEMENT

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

CHRISTA FREEMANTLE
CITY CLERK
DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2019, AT _____, IN BOOK _____ OF MAPS, AT PAGE _____ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

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

BY: _____ DEPUTY
FEE: \$ _____

FINAL MAP (PN 14-071)
**MANGINI RANCH
VILLAGE 3**

BEING A REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE 4" FILED FOR RECORD ON _____, 2019 IN BOOK _____ OF MAPS, AT PAGE _____, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
NOVEMBER 2019



SHEET 1 OF 5

TRUSTEE'S STATEMENT

PLACER TITLE COMPANY, A CALIFORNIA CORPORATION, AS TRUSTEE UNDER DEED OF TRUST RECORDED ON APRIL 17, 2017, IN BOOK 20170417, AT PAGE 873 AND RECORDED DECEMBER 3, 2018 PER 20181203 O.R. 0263, OFFICIAL RECORDS OF SACRAMENTO COUNTY, CALIFORNIA, AND DEED OF TRUST TO SECURED PERFORMANCE RECORDED OCTOBER 16, 2018, PER 20181016 O.R. 295, AND RECORDED DECEMBER 3, 2018 PER 20181203 O.R. 0261, OFFICIAL RECORDS OF SACRAMENTO COUNTY, CALIFORNIA HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: _____ DATE: _____
 TITLE: _____

NOTARY'S ACKNOWLEDGMENT

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

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

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

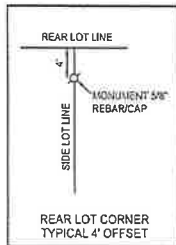
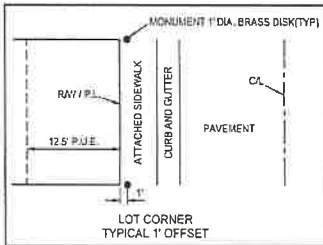
I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____



NOTES

- ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
- THIS FINAL MAP CONTAINS 6.62± ACRES GROSS CONSISTING OF 49 RESIDENTIAL LOTS AND 4 LETTERED LOTS.
- A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR THE MANGINI RANCH (PROJECT NO. E0745001) WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC ON JULY, 2014 IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
- ALL FRONT LOT CORNERS WILL BE SET ON A 1.00 FOOT OFFSET ONTO THE SIDEWALK ON THE SIDE PROPERTY LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED "LS 5760" (SEE DETAIL THIS SHEET).
- FOR LOTS 397, 413, 415 417, 419, 421, 424, 435, 436, 437, 439, 441 AND 443 ALL REAR LOT CORNERS, NOT OTHERWISE SPECIFIED ON THIS MAP, WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE PROPERTY LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 5760". FOR LOTS 398, 399 THRU 412, 414, 416, 418, 420, 422, 423, 425 THRU 434, 435, 440, 442 AND 444 REAR LOT CORNERS WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 5760". (SEE DETAIL THIS SHEET).
- PRIOR TO THE LAST DESIGN REVIEW APPROVAL FOR ANY OF THE LOTS 1 THROUGH 9, LOT 11 PER 395 B.M. 10 SHALL INCLUDE A 2.5 ACRE RESERVATION FOR A PRIVATE RECREATION AMENITY. IF A BUILDER PROPOSING DEVELOPMENT ON SAID LOTS 1 THROUGH 9 HAS NOT CONSTRUCTED THE PRIVATE RECREATION AMENITY BY THE TIME OF THE FINAL DESIGN REVIEW APPROVAL BY THE CITY FOR SAID LOTS 1 THROUGH 9, THE RESERVATION LIMITS ENTIRETY SHALL BE REMOVED ON SAID LOT 11 SUBJECT TO APPROVAL BY THE CITY AND IN ACCORDANCE WITH THIS CONDITION OF APPROVAL.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO.17 (WILLOW HILL PIPELINE) PER 20160325 O.R. 0353.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO.18 (FOLSOM PLAN AREA - AREA WIDE IMPROVEMENTS AND SERVICES) PER 20151229 O.R. 0427 AND DOCUMENTS DECLARING MODIFICATIONS THEREOF PER 20181116 O.R. 0455.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 19 (MANGINI RANCH) PER 20160113 O.R. 0159.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" BY AND BETWEEN CITY OF FOLSOM AND MANGINI NORTH HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY RECORDED JULY 15, 2014 PER 20140715 O.R. 0410, 20160129 O.R. 0378, 20170417 O.R. 0681 AND 20170417 O.R. 0685.
- PROPERTY SUBJECT TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT, BY AND BETWEEN CITY OF FOLSOM AND FOLSOM REAL ESTATE SOUTH, LLC, A DELAWARE LIMITED LIABILITY COMPANY, RECORDED JULY 15, 2014, PER 20140715 O.R. 0426, OFFICIAL RECORDS, AND AMENDED JANUARY 29, 2016, 20160129 O.R. 381 AND JANUARY 29, 2016, 20160128, (PAGE) 382, OFFICIAL RECORDS.
- PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20130124 O.R. 1382 AND DOCUMENTS DECLARING MODIFICATIONS THEREOF PER 20140603 O.R. 0959.
- PROPERTY SUBJECT TO PERPETUAL NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0411.
- PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20020912 O.R. 0282 AND RE-RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525.
- PROPERTY SUBJECT TO A "INTERCREDITOR AGREEMENT" PER 20161016 O.R. 0295.
- PROPERTY SUBJECT TO A "INTERCREDITOR AGREEMENT" PER 20161022 O.R. 0490.
- PROPERTY SUBJECT TO A "COST SHARING AGREEMENT (FOLSOM PLAN AREA PHASE 1 WATER AND SEWER IMPROVEMENTS)" PER 20170417 O.R. 0878.
- PROPERTY SUBJECT TO "DEFERRED IMPROVEMENT AGREEMENT" PER 20180606 O.R. 1284.
- PROPERTY SUBJECT TO CLAIMS FOR "MECHANICS LIENS" PER 20180709 O.R. 0501.
- PROPERTY SUBJECT TO "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT)" PER 20160607 O.R. 0269.
- LOTS C, D, G AND H AS SHOWN PER THIS MAP ARE TO BE DEED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING RECORDATION OF THIS MAP.

BASIS OF BEARINGS

THE SOUTHERLY LINE OF LOT 3 AS SHOWN AND DESIGNATED ON SHEET 11 OF 15 ON THAT FINAL MAP TITLED "MANGINI RANCH LARGE LOT" FILED FOR RECORD ON APRIL 7, 2017 IN BOOK 395 OF MAPS, AT PAGE 10, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 78°24'02" WEST.

REFERENCES

- (1) 395 B.M. 10
- (2) 402 B.M. 7
- (3) 416 B.M. 9 (VILLAGE 5)
- (4) 5 B.M. (VILLAGE 4)
- (5) 20190405 O.R. 0469

LEGEND

- ☒ STANDARD CITY OF FOLSOM MONUMENT WELL TO BE SET AND STAMPED "LS 7944" PER (1) OR "LS 5760" PER (2), (4), OR (5)
- ⊙ 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 5760" TO BE SET PER (2), (3), (4) OR (5)
- ⊙ SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 5760"
- ⊙ SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 5760"
- DIMENSION POINT, NOTHING FOUND OR SET
- () RECORD DATA PER REFERENCE
- B.M. BOOK OF MAPS
- BNDY BOUNDARY
- CL CENTER LINE
- I.O.D. IRREVOCABLE OFFER OF DEDICATION
- DI.A DIAMETER
- L.E. LANDSCAPE EASEMENT
- (OA) OVERALL
- O.R. OFFICIAL RECORDS OF SACRAMENTO COUNTY
- P.A.E. PEDESTRIAN ACCESS EASEMENT
- P.L. PROPERTY LINE
- P.U.E. PUBLIC UTILITY EASEMENT
- (R) RADIAL BEARING
- R.W. RIGHT-OF-WAY
- S.F.± SQUARE FEET
- ① SHEET INDEX
- BOUNDARY
- - - - CENTER LINE
- · - · EX RW AND I.O.D.
- - - - RIGHT OF WAY
- LOT LINE
- · - · EASEMENT LINE
- - - - ADJOINING PROPERTY LINE

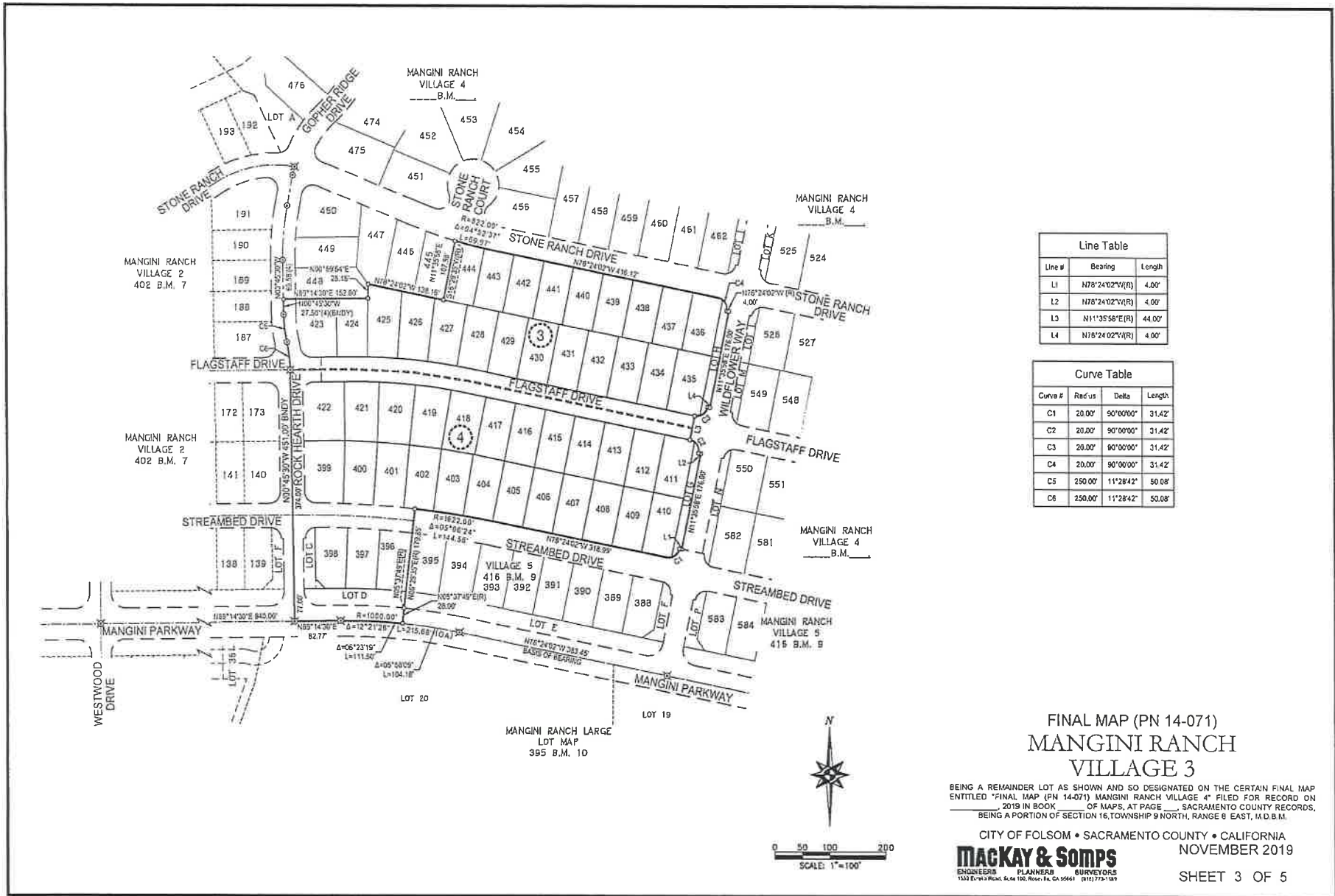
**FINAL MAP (PN 14-071)
 MANGINI RANCH
 VILLAGE 3**

BEING A REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE 4" FILED FOR RECORD ON _____, 2019 IN BOOK _____ OF MAPS AT PAGE _____ SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
 NOVEMBER 2019

Mackay & Somps
 ENGINEERS PLANNERS SURVEYORS
 1532 E. 9TH STREET, SUITE 100, FOLSOM, CA 95664 (916) 778-1189

SHEET 2 OF 5



Line Table		
Line #	Bearing	Length
L1	N78°24'02"V(R)	4.00'
L2	N78°24'02"V(R)	4.00'
L3	N11°35'58"E(R)	44.00'
L4	N78°24'02"V(R)	4.00'

Curve Table			
Curve #	Rad'us	Delta	Length
C1	20.00'	90°00'00"	31.42'
C2	20.00'	90°00'00"	31.42'
C3	20.00'	90°00'00"	31.42'
C4	20.00'	90°00'00"	31.42'
C5	250.00'	11°28'42"	50.08'
C6	250.00'	11°28'42"	50.08'

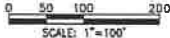
FINAL MAP (PN 14-071)
MANGINI RANCH
VILLAGE 3

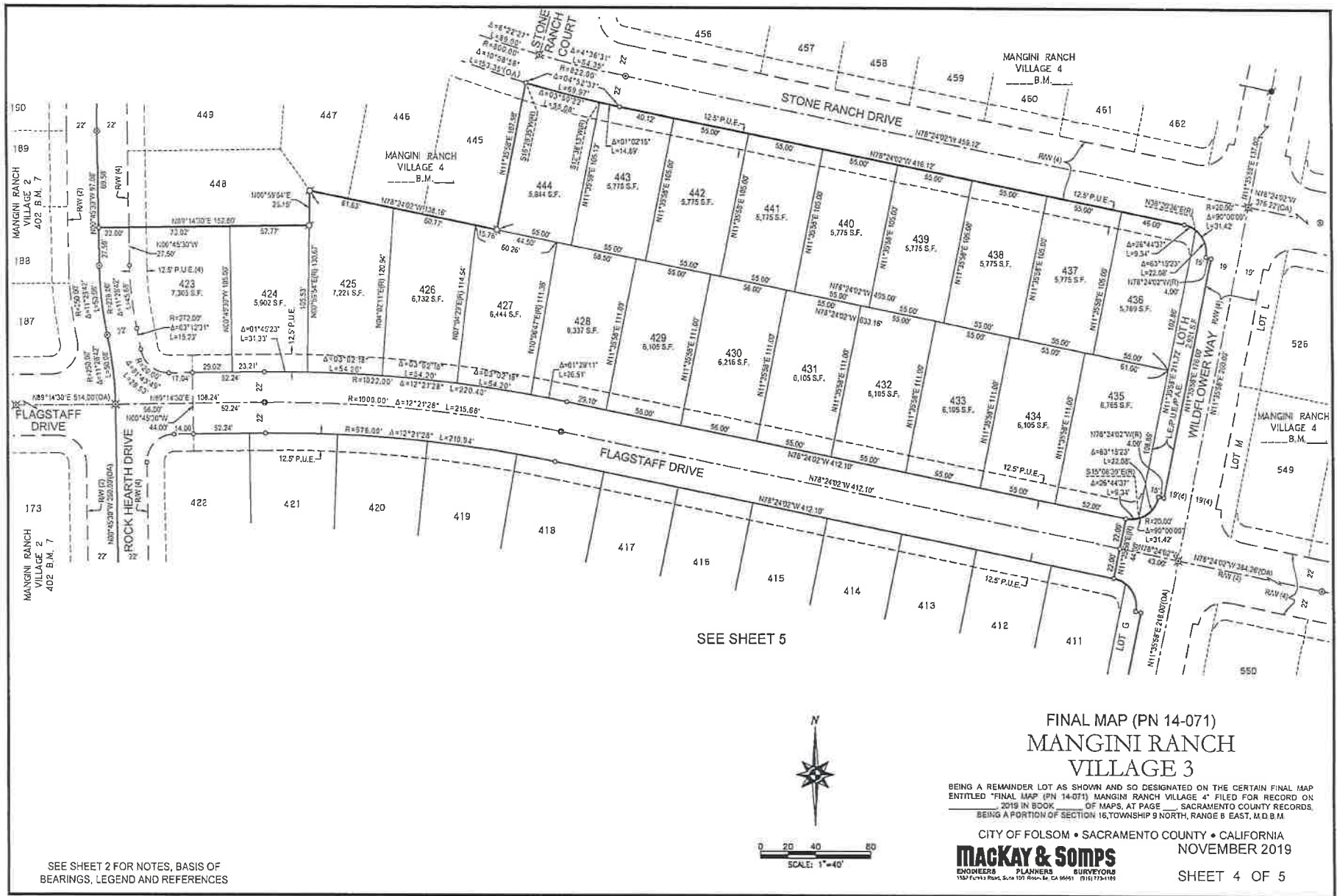
BEING A REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE 4" FILED FOR RECORD ON _____, 2019 IN BOOK _____ OF MAPS, AT PAGE _____, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, 11 D.B.M.

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 1542 E. 7th St., Suite 100, Folsom, CA 95661 (916) 775-1581

SHEET 3 OF 5





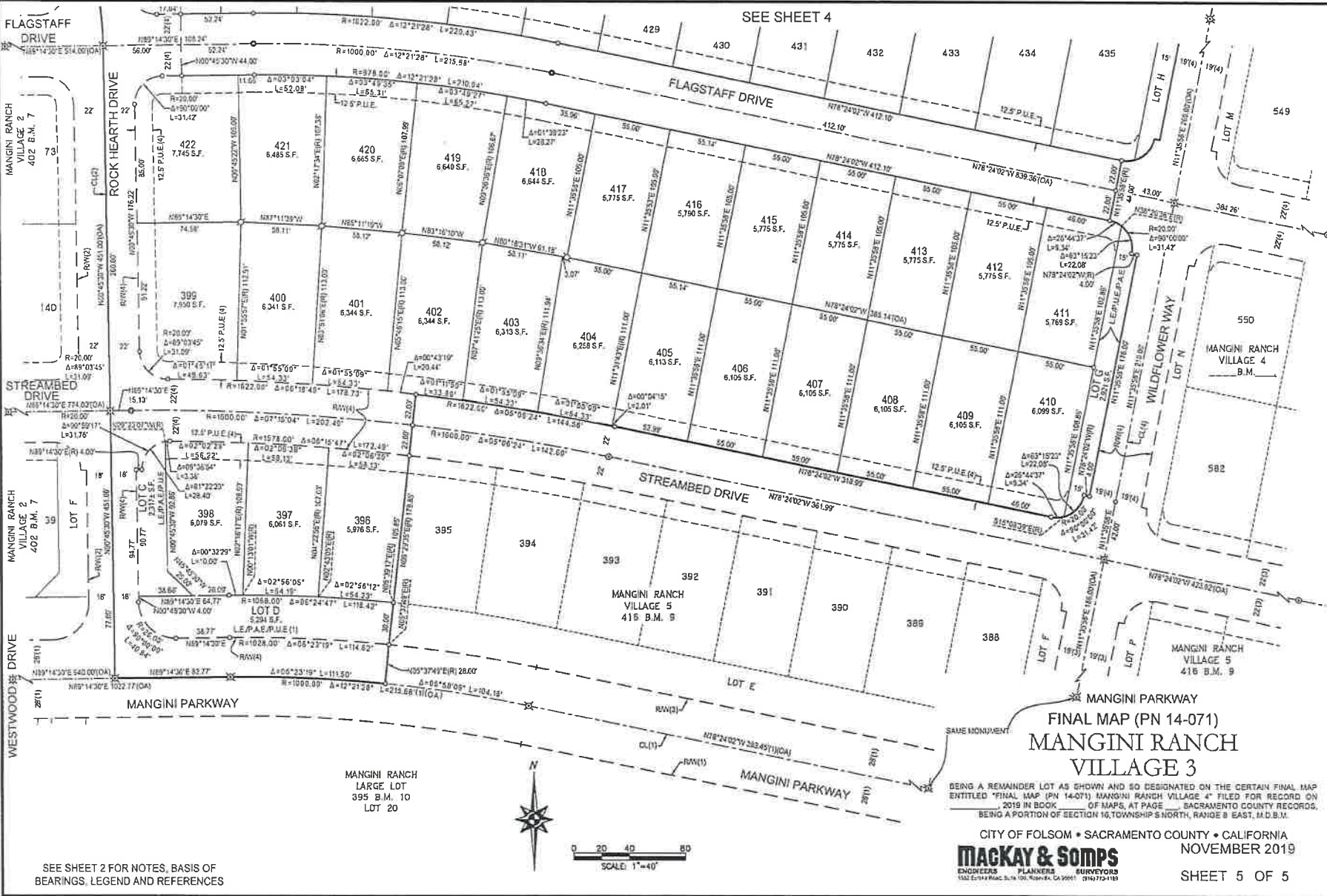
FINAL MAP (PN 14-071)
 MANGINI RANCH
 VILLAGE 3

BEING A REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE 4" FILED FOR RECORD ON 11/15/2019 IN BOOK 2019 IN BOOK OF MAPS AT PAGE SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

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 1347 FOLSON ROAD, SUITE 107, FOLSOM, CA 95695 (916) 975-1189
 NOVEMBER 2019

SHEET 4 OF 5

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



MANGINI RANCH VILLAGE 3

BEING A REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE 4" FILED FOR RECORD ON 2019 IN BOOK OF MAPS, AT PAGE SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 5 NORTH, RANGE 8 EAST, 11 D.B.M.

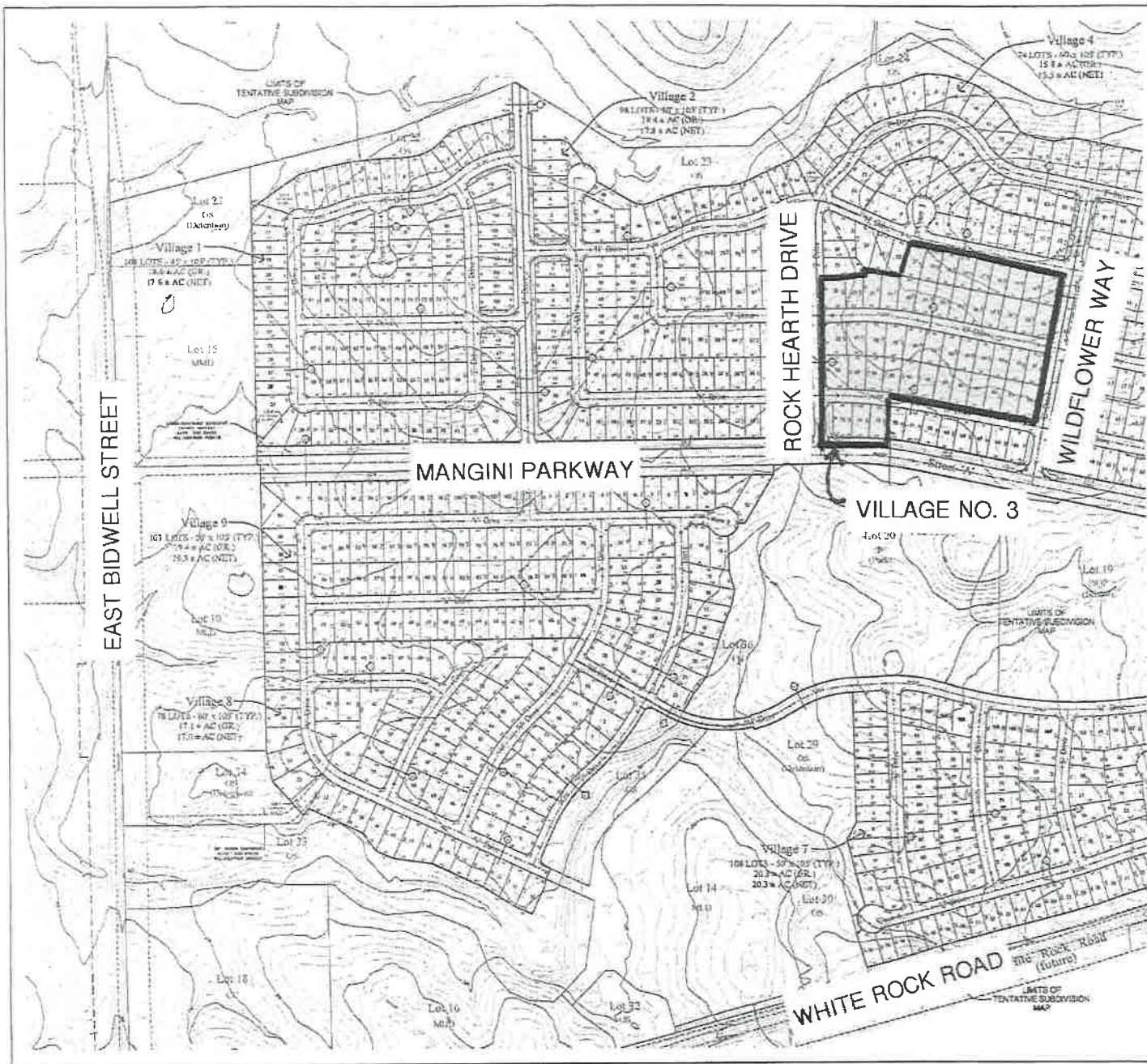
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SHEET 5 OF 5

Attachment 4

**Mangini Ranch Phase 1 Village No. 3
Vesting Tentative Subdivision Map**



LOTTING PLAN
 VESTING TENTATIVE SUBDIVISION MAP
Mangini Ranch

Made in 1" = 100' Folsom, California August 15, 2014
 Prepared by **Blankley & Samps** August 15, 2014

The General Plan is the official policy statement of the County of Yuba, California, and is subject to the provisions of the California Planning and Zoning Act, Chapter 350, of the Public Resources Code, Section 25100, et seq.

This plan is subject to the provisions of the California Planning and Zoning Act, Chapter 350, of the Public Resources Code, Section 25100, et seq.

Attachment 5

**Table of Conditions of Approval for the Mangini Ranch Phase 1
Village No. 3 Vesting Tentative Subdivision Map**

RESPONSIBLE DEPARTMENT**WHEN REQUIRED**

CD (P)	Community Development Department Planning Division	I M	Prior to approval of Improvement Plans 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
FD	Fire Division	G	Prior to issuance of Grading Permit
EWR	Environmental & Water Resources Department		
PW	Public Works Department	OG	On-going requirement
PR	Park and Recreation Department		
PD	Police Department		
CDFW	California Department of Fish and Wildlife		
USFWS	United States Fish and Wildlife Service		
USACE	United States Army Corps of Engineers		
SMAQMD	Sacramento Metropolitan Air Quality Management District		

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293)
 WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD
 VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES,
 AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
1.		<p><i>Final Development Plans</i></p> <p>The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Cover Sheet Phased Small Lot Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Lotting Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Lotting Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Grading and Storm Drainage Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Grading and Storm Drainage Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Sanitary Sewer and Domestic Water Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Sanitary Sewer and Domestic Water Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Storm Drainage, Sanitary and Domestic Water Plan Composite Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Alternative 1 Off Site Utility Connections Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Alternative 2 Off Site Utility Connections Vesting Tentative Subdivision Map dated Revised March 6, 2015 	G,I,M,B	CD (P)(E)	<p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
1.cont		<ul style="list-style-type: none"> • Folsom Ranch Central District Design Guidelines, dated May 2015 • Amendment No. 1 to Amended and Restated Development Agreement • Inclusionary Housing Plan <p>The Vesting Small Lot Tentative Subdivision Map, Amendment No. 1 to the First Amended and Restated Development Agreement, Inclusionary Housing Plan are approved for the development of an 833 single family residential subdivision (Mangini Ranch Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>				
2.		<p><i>Plan Submittal</i></p> <p>All civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, M,	CD (P)(E)(B)	<p>Improvement plans for East Bidwell Street, Mangini Pkwy, the Outfall Sewer, the Sewer Lift Station/Force Main and this subdivision have been approved by the City.</p> <p>Landscape plans for East Bidwell Street and Mangini Parkway have also been approved by the City.</p>	Yes
3.		<p><i>Validity</i></p> <p>This approval of the Vesting Small Lot Tentative Subdivision Map, Design Guidelines, and Inclusionary Housing Plan shall be valid for the term specified in Section 2.2 of Amendment No. 1 to Amended and Restated Tier 1 Development Agreement, and any amendments thereto, for the project, or for a period of twenty four months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act. Pursuant to Section 2.2 the term of the Planned Development shall track the term of the maps.</p>	OG	CD (P)	<p>The City Council approved a 3-year extension to the Vesting Tentative Subdivision for the Mangini Ranch Phase 1 subdivision on June 13, 2017. (See Resolution. 9945) which extended the Vesting Tentative Map to June 13, 2020. Prior to June 13, 2020, the Subdivider recorded several phased final maps in the Mangini Phase 1 subdivision which with each recordation extended the life of the</p>	Yes

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					Vesting Tentative Map an additional 36 months (3 years) in conformance with California Government Code Section 66452.6. The approval by the City Council and recordation of the last phased final maps in the Mangini Ranch Phase 1 subdivision (i.e. Village No. 4 on July 28, 2020) extended the life of the Vesting Tentative Map to July 28, 2023.	
4.		<p><i>Indemnity for City</i></p> <p>The owner/applicant shall 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. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
		owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.				
5.		<p><i>Vesting Tentative Subdivision Map</i></p> <p>The tentative subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS).</p>	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FEIR/EIS prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
6.		<p><i>Mitigation Monitoring</i></p> <p>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</p>	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting	Yes

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		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).			program performed by the City's consultant (Helix) and/or City staff.	
POLICE/SECURITY REQUIREMENT						
7.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <p>A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.</p> <p>Security measures for the safety of all construction equipment and unit appliances.</p> <p>Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</p>	G, I, B	PD	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City.	Yes
DEVELOPMENT COSTS AND FEE REQUIREMENTS						
8.		<p>Taxes and Fees</p> <p>The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the PFFP and the ARDA.</p>	OG	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
9.		<p>Assessments</p> <p>If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	OG	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes
10.		<p>FPASP Development Impact Fees</p>	B	CD (P) PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide	Condition will be

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
		<p>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 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 (June 23, 2015), or otherwise shall be governed by the terms of the Amended and Restated Development Agreement (ARDA) if not yet adopted. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>			fees prior to issuance of building permits.	satisfied prior to issuance of a building permit.
11.		<p>Legal Counsel</p> <p>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner /applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes
12.		<p>Consultant Services</p> <p>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</p>	G,I,M,B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the	Yes

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		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.			development of this subdivision. The City has collected deposits in advance of such work for these services.	

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
GRADING PERMIT REQUIREMENTS						
13.		<p><i>Phasing Plan</i></p> <p>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.), 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 and/or general traffic purposes and all off-site utilities deemed necessary as determined by the City Engineer.</p> <p>Improvement plans for all phases that include half sections of local residential streets shall include a minimum of 15 feet of pavement over the centerline, to allow two-way traffic and shall be subject to approval of the Community Development Department and Fire Department.</p> <p>The City will not dictate the order of the phasing except that the first phase shall build the required improvements to the intersection of Scott Road and White Rock Road, the realignment and construction of Scott Road and the intersection improvements at Scott Road and Street A, including the traffic signal unless the improvements in condition 126 are constructed, in accordance with the project's Traffic Evaluation Report prepared by Kimley-Horn and Associates.</p>	G, I, M	CDD(E), EWR, PW, FD01	The City has reviewed and approved a phasing plan for this subdivision, which identifies all necessary utilities, points of access for emergency services and off-site improvements necessary to serve this subdivision. All required off-site public improvements for this subdivision have been completed to the satisfaction of the City.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
14.		<i>Off-site improvements / Rights of Entry</i> For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, 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 the ARDA, and as amended in Section 2.5.3 of the First Amendment thereto, 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.	G	CD (E)	The owner/applicant obtained Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department.	Yes
15.	3A 7-1a	<i>Geotechnical Report</i> Prior to the issuance of any grading permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site preparation, soil bearing capacity, appropriate sources and types of fill, potential need for soil amendments, road, pavement and parking areas, structural foundations, including retaining all designs, grading practices, soil corrosion of concrete and steel, erosion /winterizations, seismic ground shaking, liquefaction and expansive/unstable soils.	G	CD (E)	A geotechnical report has been prepared by the consulting firm of Youngdahl & Associates, Inc., which includes an analysis for site suitability, roadway, and pavement design. The Community Development Department has reviewed and approved the improvement plans for the subdivision to ensure that all recommendations of the Geotechnical report have been addressed.	Yes
16.	3A 7-1a	<i>Geotechnical Recommendations</i> The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.	G	CD (E)	The owner/applicant submitted a grading plan incorporating all geotechnical recommendations for review and received approval by the City.	Yes
17.	3A 7-1b	<i>Geotechnical Monitoring Program</i> The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the 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.	G	CD (P) CD (E) (B)	The owner/applicant submitted a plan and retained Youngdahl & Associates for monitoring and testing during construction. Copies of the plan and test results are on file with the Community Development Department.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
18.		<p><i>Mine Shaft Remediation</i></p> <p>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.</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes
19.	3A1-4	<p><i>Material Storage Areas</i></p> <p>The owner/applicant of all project phases shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p>	G	CD (P) CD (E) (B)	Staging areas for this subdivision were shown on the approved grading plans and located away from biologically sensitive areas.	Yes
20.	3A 14-1	<p><i>Traffic and Parking Management Plan</i></p> <p>Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flagperson to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> • Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns. 	G	CD (E), PW	The owner/applicant submitted a joint traffic management plan that was approved by the City Engineer and is on file at the Community Development Department.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
20.cont		<ul style="list-style-type: none"> ▪ Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. ▪ Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles and use of manual traffic control. ▪ Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. 				
21.	3B.15-1a:	<p><i>Prepare Traffic Control Plan.</i></p> <p>Prior to construction, Traffic Control Plan for roadways and intersections affected by Off-site Water Facilities-related 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 if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> ▶ Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. ▶ Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. ▶ Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). 	G	CD (E)	<p>The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.</p>	Yes

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21.cont		<ul style="list-style-type: none"> ▶ A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. ▶ A phone number and community contact for inquiries about the schedule of the Off-site Water Facilities 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. 				
22.	3B.15-1b	<p><i>Assess Pre-Off-site Water Facilities Roadway Conditions.</i></p> <p>Prior to construction, the owner/applicant shall be responsible for assessing current road conditions for Off-site Water Facilities-related haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered into with applicable jurisdictions prior to construction that details post construction road restoration requirements. Staff with the City of Rancho Cordova and Sacramento County shall review the post construction restoration standards for each of the affected roadways. The owner/applicant shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.</p>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes

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23.	3A 8-2	<p><i>Phase 1 & 2 Environmental Site Assessment</i></p> <p>The owner/applicant shall complete the following prior to issuance of a grading permit:</p> <ul style="list-style-type: none"> ▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the Specific Plan Area (SPA), and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The owner/applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board(CVRWQCB),California Department of Toxic Substances Control (DTSC), and/or other appropriate Federal, state, or local regulatory agencies. ▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain Polychlorinated Biphenyls (PCBs) and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. 	G	CDD(E),	<p>The owner/applicant conducted a Phase 1 ESA prior to the issuance of a grading permit. The Phase 1 ESA provided recommendations for handling any potential hazardous materials during the grading and construction of the subject subdivision and off-site improvements. The owner/applicant was required to have a geotechnical engineer onsite during construction for observation and recommendation in the event of encountering natural occurring asbestos (NOA) or any other potentially hazardous materials.</p> <p>Additionally, the owner/applicant has consulted with PG&E and SMUD and found that there are no existing on-site transformers containing PCBs.</p>	Yes

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24.	3B 4-1a	<p><i>Implement Greenhouse Gas Reduction Measures during Construction.</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <p>1) Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer's specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the Sacramento Metropolitan Air Quality Management District (SMAQMD).</p> <p>2) Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 5 minutes or for such other more restrictive time as may be required in law or regulation.</p> <p>3) On-site construction vehicles and equipment will use Air Resources Board (ARB)-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required.</p> <p>4) A Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) shall be in place for the Off-site Water Facilities that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.</p>	G	CDD(E), (P)	<p>The owner/applicant is required to submit a monthly equipment usage report to the Sacramento Metropolitan Air Quality Management District (SMAQMD). Copies of the monthly reports are available upon request from the City.</p> <p>The Solid Waste Diversion and Recycling was not required as the Off-site Water Facilities do not include the construction of the Off Site Water Facilities in Rancho Cordova and unincorporated areas of Sacramento County.</p>	Yes

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24.cont		<p>► New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				
25.	3A 4-1	<p><i>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall obtain the most current list of greenhouse gas reduction measures that are recommended by Sacramento Metropolitan Air Quality Management District (SMAQMD) and stipulate how those measures be implemented within the project notes. The owner/ applicant(s) may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular greenhouse gas reduction measures, shall be approved by the City, in consultation with SMAQMD prior to approval of a grading permit. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and California Air Resources Board.</p>	G		The owner/applicant has included several approved recommendation from the SMAQMD for implementation during construction. See Condition #61 for a more detailed list of construction implementation measures.	Yes

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26.	3A-7.3	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></p> <p>Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of a grading permit. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, the state's NPDES permit, the FPASP preliminary grading plans and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of temporary detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot.</p> <p>The owner/applicant(s) shall ensure that the construction contractor is responsible for securing a source for transportation and deposition of excavated materials.</p>	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan which has been approved by the City. A copy is available from the Community Development Department.	Yes
27.	3A7-3	<p><i>Erosion Control Plan</i></p> <p>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)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure and a copy is available from the Community Development Department.	Yes

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28.	3A7-3	<p><i>Erosion and sedimentation control measures</i></p> <p>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)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure and a copy is available from the Community Development Department.	Yes
29.	3A 9-1	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</i></p> <p>The owner/applicant(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"> • the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences • the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; • the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; • spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; 	G	CD (E)	The owner/applicant obtained a NPDES Stormwater Permit and prepared a project specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes Best Management Practices (BMP's) including but not limited to slope stabilization, inlet protections, sedimentation ponds and silt fencing. The SWPPP was provided to the City prior to grading.	Yes

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29.cont		<ul style="list-style-type: none"> • personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Permit; and • the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit. <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"> • Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. • Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. • Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site.</p>	G	CD (E)		

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30.	3A-9.2	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></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"> • an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; • runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; • a description of the proposed maintenance program for the on-site drainage system; • project-specific standards for installing drainage systems; • City flood control design requirements and measures designed to comply with them; <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following:</p>	G, B	CD (E)	<p>The owner/applicant provided a preliminary drainage plan at the time of Tentative Map approval. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan.</p>	Yes

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30.cont	3A-9.2	<p>i. Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</p> <p>ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</p> <p>iii. Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</p> <p>iv. Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</p> <p>v. Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</p> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom).</p>	G	CD (E), PW		

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31.	3A 9-3	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></p> <p>A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> • A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. • Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" (the City's MS4NPDES permit, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004). • Source control programs to control water quality pollutants 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. • A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. • LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ol style="list-style-type: none"> 2. surface swales; 3. replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); 4. impervious surfaces disconnection; and 5. trees planted to intercept stormwater. 	G	CD (E)	The Owner/Applicant is in compliance with the Storm Water Pollution Prevention Plan (SWPPP) for the subdivision. General notes have been included on the approved grading and public infrastructure plans to address this condition. Compliance has been monitored through construction inspection.	Yes

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31.cont		<ul style="list-style-type: none"> <li data-bbox="331 464 1173 638">• New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. <p data-bbox="331 667 1173 837">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 elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				

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32.	3A 8.7	<p><i>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</i></p> <p>To ensure that the operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the owner/applicant shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval prior to issuance of the grading permit for the proposed detention basins under the City's jurisdiction.</p> <p>The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> • Description of the project. • Description of detention basins and all water features and facilities that would control on-site water levels. • Goals of the plan. • Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> i. BMPs that would be implemented on-site; ii. public education and awareness; iii. sanitary methods used (e.g., disposal of garbage); iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and v. stormwater management. 	G	CD (E) Sacto. County	A Vector Control Plan was prepared and submitted to the City for review and approval. The plan incorporated various Best Management Practices in consultation with the Sacramento-Yolo Mosquito and Vector Control District. A copy of the Vector Control Plan is available from the Community Development Department.	Yes

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32.cont		<p>• Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner’s association).</p> <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"> • build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; • perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; • design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; • coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; • enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; • if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg– laying (female mosquitoes can fly through pipes); and • design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). 	G	CD (E)		

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32.cont		<ul style="list-style-type: none"> i. Surface swales; ii. Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); iii. Impervious surfaces disconnection; and iv. Trees planted to intercept stormwater. <p>New stormwater facilities shall be placed along the natural drainage courses within the Specific Plan Area (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 the latest edition of the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p>		CD (E)		
33.	3B.9-1b	<p><i>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</i></p> <p>All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWQCB 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)	All water discharges from hydrostatic testing were approved by the City and in accordance with RWQCB requirements.	Yes
34.		<p><i>State and Federal Permits</i></p> <p>The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P) CD (E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department.	Yes

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35.	3A 3-1a	<p><i>Clean Water Act Sections 401 and 404 Permits</i></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 (or lesser distance as approved by the applicable agencies) of Waters of the U.S, or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet (or lesser distance as approved by the applicable agencies) of any other Waters of the U.S. or wetland habitats, including Waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with United States Army Corps. Of Engineers and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to United States Army Corps. Of Engineers, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffers shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of United States Army Corps. Of Engineers, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City.</p>	G, I	CD(P) CD (E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board	The owner/applicant obtained these permits for Backbone improvements and project specific improvements prior to implementing ground disturbing activity. Compliance reports are on file with the Community Development Department.	Yes

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36.		<p><i>Water Quality Certification</i></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)	The owner/applicant obtained a Section 401 Water Quality certification for the backbone and project specific improvements. All required measures were implemented prior to construction.	Yes
37.	3A3-4a.	<p><i>Master Streambed Alteration Agreement</i></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	CD(P) CD (E) California Department of Fish and Wildlife	The owner/applicant submitted and received approval of a Sub-notification Form (SNF) from the California Dept. of Fish & Wildlife. All required mitigation or project conditions were satisfied in accordance with the SNF authorization. A copy of the SNF is available from the Community Development Department.	Yes

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38.	3B 3-1c	<p><i>Restore All Waters Impacted by Trenching and Temporary Construction Staging</i></p> <p>For all water line crossings of waters of the U.S. or State in which the use of trenchless technologies is not feasible, the city shall ensure that all waters impacted by trenching activities are restored to pre-project conditions. In addition, within 30 days following project construction, the owner/applicant shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to preproject conditions. At minimum, the City shall ensure that the following measures are implemented during construction:</p> <ul style="list-style-type: none"> ▶ Conduct trenching and construction activities across drainages during low-flow (e.g., <1 to 2 cfs) or dry periods as feasible; ▶ If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway; ▶ Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone; ▶ Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands; ▶ Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas; ▶ Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions. <p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with the Off-site Water Facilities 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</p>	G	CD (E)	The Owner/Applicant has restored all areas required under the Permit. Annual monitoring is ongoing and a copy of the Annual Monitoring Report is available with the Community Development Department.	Yes

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38.cont		<p>continue for a minimum of 5 years from completion of restoration activities, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.</p> <p>At minimum, the MMP shall provide the following information:</p> <ul style="list-style-type: none"> ▶ A description and drawings showing the existing contours (elevation) and existing vegetation of the waters of the U.S. and State that would be impacted through trenching activities. This information shall include site photographs taken at each impacted water. ▶ Methods used to ensure that trenching within waters of the U.S. and State do not adversely alter existing hydrology, including the draining of the waters (e.g., use of cut-off walls). ▶ The methods used to restore the site to the original contour and condition, as well as a plan for the revegetation of the site following installation of the water line. ▶ Proposed schedule for restoration activities 				

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39.		<p><i>100 Year Flood Plain Boundary</i></p> <p>The owner/applicant shall be required to include the existing 100-year floodplain boundary (flood hazard area) on all grading and/or improvements plans prior to approval of the grading and/or improvement plans by the City. For any portion of the proposed project that lies within the designated flood hazard area, no development shall be approved until appropriate measures are taken to remove the area from the flood zone. These measures include the following:</p> <ul style="list-style-type: none"> • The lowest finished floor elevation of all proposed structures shall be a minimum of two (2) feet above the 100-year floodplain elevation in accordance with the City Floodplain Ordinance. The owner/applicant shall provide for review and approval by the City, information delineating the 100-year floodplain elevation under the worst case of either the interim or the ultimate condition for the upstream watershed. The existing and proposed 100-year floodplain shall be shown on the grading and/or improvement plans. • An elevation certification shall be required prior to issuance of any building permit demonstrating compliance with the above requirement. • A completed application for a Conditional Letter of Map Revision (CLOMR) shall be submitted to the City for submission to the Federal Emergency Management Agency (FEMA). Prior to approval of the improvement plans by the City, the owner/applicant shall submit the approved CLOMR to the City. • Within four (4) months following completion of grading operations, a completed application for a Letter of Map Revision (LOMR) shall be submitted by the owner/applicant to the City for submission to FEMA. The City shall have received the completed LOMR from FEMA prior to issuance of a certificate of occupancy on any structure. • Prior to issuance of a grading permit or a building permit, the owner/applicant shall deposit with the City sufficient funds to complete the CLOMR/LOMR process as determined by the City. Said funds may be drawn upon by the City to complete the CLOMR/LOMR process in the event the owner/applicant fails to do so in accordance with the time constraints established above. Any funds remaining after completion of the CLOMR/LOMR process will be refunded to the owner/applicant. 	G, I	CD (E), PW	<p>The City and Owner/Applicant submitted a CLOMR/LOMR application and received approval from FEMA on September 20, 2017.</p> <p>The owner/applicant will submit the LOMR application to FEMA within the four-month timeframe after acceptance of the Phase I Grading Plans. Formal Acceptance of the Phase I grading is anticipated to occur during the Fall of 2021.</p>	Yes

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40.	3A3-3	<p><i>Plant Surveys</i></p> <p>The owner/applicant shall retain a qualified botanist to conduct a botanical survey within the evident and identifiable blooming periods for Ahart's dwarf rush (blooms March through May), big scale balsamroot (blooms March through June), Boggs Lake hedge-hyssop (blooms April through August) and dwarf downingia (blooms March through May). A single survey could be conducted in either April or May to fit within the blooming periods for all potentially occurring special status plants. If special-status plants are not found during focused surveys, the botanist shall document the findings in a letter report to California Department of Fish and Wildlife, United States Fish and Wildlife Service and the City of Folsom, and no further mitigation shall be required.</p> <p>If special-status plant populations are found, the owner/applicant shall consult with California Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</p> <p>If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans by the City or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval prior to the issuance of a grading permit. It shall be submitted concurrently to California</p>	G	CD (E) (P) California Department of Fish and Wildlife United States Fish and Wildlife Service	<p>A qualified biologist was retained to perform plant surveys in accordance with this mitigation measure. A copy of the survey results is available from the Community Development Department.</p> <p>As a result of the surveys, the owner/applicant identified the presence of Valley Needle grass and developed a Needle grass Mitigation & Monitoring Plan. A copy of the approved Mitigation Plan is available from the Community Development Dept.</p>	Yes

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40.cont		<p>Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site.</p> <p>If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</p> <p>If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.</p>				
41.	3A 3-5	<p><i>Oak Trees</i></p> <p>If any oaks are proposed for removal or are impacted by the development of the project, the owner applicant shall prepare an oak woodland mitigation and monitoring plan. The plan shall adhere to the requirements of the Folsom Municipal Code.</p>	G	CD (E) (P)	The Owner submitted and received approval of an Oak Woodland Mitigation and Monitoring Plan and is on file at the Community Development Department.	Yes

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42.	3A.4-2b	<p><i>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.</i></p> <p>For all harvestable trees that are subject to removal, the owner/applicant(s) shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making).</p> <p>For all non-harvestable trees that are subject to removal, the owner/applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the owner/applicant(s) and reviewed for comment by an independent Certified Arborist unaffiliated with the owner/applicant(s) and shall be coordinated with the requirements of Condition 43. Final approval of the program shall be provided by the City.</p>	G	CD (E) (P)	The Owner/applicant in consultation with the City arborist determined that the tree removal associated with these improvements were not harvestable trees. The Owner/applicant was still required to provide mitigation for the trees and/or tree canopy that was permitted for removal during construction. The Owner/applicant has provided a perpetual conservation easement for +/-48 acres of oak woodland in El Dorado County. The oak woodland conservation easement is similar in species, size and character of the existing oak woodland canopy that was removed during construction of the Phase I improvements.	Yes

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43.		<p><i>Conduct Environmental Awareness Training for Construction Employees</i></p> <p>Prior to initiation of grading and construction activities, the owner/applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	G	CD (E)	The owner/applicant provided Environmental Awareness Training to all contractors prior to commencement of grading. The owner/applicant provided copies of the roster to the City for those receiving training prior to commencement of grading.	Yes

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44.	3A 3-2a	<p><i>Swainson's Hawk Nesting Habitat</i></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	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active nests were found.	Yes

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45.	3A 3-2b	<p><i>Swainson's Hawk Habitat</i></p> <p>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 1:1 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 1:1 habitat value (or other agreed-upon ratio) 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. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with California Department of Fish and Wildlife, will determine the appropriateness of the mitigation land.</p> <p>The owner/applicant shall transfer said Swainson's Hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and California Department of Fish and Wildlife named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with California Department of Fish and Wildlife. After consultation with California Department of Fish and Wildlife and the Conservation Operator, the City shall approve the content and form</p>	G	CD (P) California Department of Fish and Wildlife	The Owner has secured and recorded a Conservation Easement on a City approved site in Sacramento County. A copy of the recorded easement is available from the Community Development Department.	Yes

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

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46.	3A 3-2a	<p>Burrowing Owl A qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active Burrowing Owl burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of grading and construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with California Department of Fish and Wildlife. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and one burrowing owl location was identified during construction. A mitigation plan was reviewed and approved by the City and the California Dept. of Fish & Wildlife. There was no nesting activity observed at the burrowing owl location.	Yes
47.	3A 3-2d	<p>Pallid Bat Within 14 days prior to removal of any trees, a preconstruction survey shall be conducted to determine whether any bats are found day roosting within the bark or cavities of trees. If no bats are present, a letter report should be submitted to the applicant and the City, and no additional measures are recommended. If construction does not commence within 14 days of the preconstruction survey or halts for more than 14 days, a new survey is recommended.</p> <p>If bats are found, consultation with the California Dept. of Fish and Wildlife is recommended to determine avoidance measures. Recommended avoidance measures include establishing a buffer around the roost tree until it is no longer occupied. The tree should not be removed until a biologist has determined that the tree is no longer occupied by the bats.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active roosts were found.	Yes

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48.		<p><i>Nesting Raptors</i></p> <p>To mitigate impacts on nesting raptors, a qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development</p> <p>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and one active nest was found and buffer areas and protocols were established during construction.	Yes

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49.	3A.3-2c	<p><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i></p> <p>To avoid and minimize impacts to tricolored blackbird, the owner/applicant of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active nesting colonies were found.	Yes

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50.		<p><i>Other Nesting Special-Status and Migratory Birds</i></p> <p>The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active nests were found.	Yes
51.	3B 3-2	<p><i>Western Pond Turtle and Western Spadefoot Toad</i></p> <p>Prior to construction, sometime between December and April when the stock ponds and seasonal wetlands hold water, a qualified biologist shall conduct surveys for western spadefoot toad and western pond turtle to determine if these species are currently using the stock ponds and seasonal wetlands. If either of these species is detected, then the city should consult with the CDFW to develop additional minimization measures prior to project construction. These measures may include timing restrictions for dewatering activities and construction monitoring.</p> <p>If temporary fencing is used, it shall take the form of silt fencing and temporary plastic construction fencing placed no closer than 25 feet from the edge of the protected habitat. Protective fencing around vernal pools identified as potential habitat for special-status species shall be constructed in a way that allows western spadefoot toad to access these wetlands.</p> <p>Impacted western spadefoot toad habitat shall be mitigated and compensated in accordance with USFWS and DFG requirements.</p>	G	CD (E) (P) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no species were found.	Yes

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52.		<p><i>American Badger, Western Pond Turtle, Western Spadefoot Toad</i></p> <p>The owner/applicant(s) shall retain a qualified biologist to conduct preconstruction surveys within 14 days prior to the initiation of construction activity for the presence of American Badger, Western Pond Turtle, and Western Spadefoot Toad. If western pond turtle or western spadefoot toad is observed, it should be relocated to similar habitat outside of the construction footprint, but in the vicinity of the Project Site. If American Badger is found, it should be allowed to leave on its own accord. If found on site, additional recommended avoidance measures include having a qualified biologist on site during grading activities for the purpose of temporarily halting construction so that the species can leave the construction footprint on its own accord or be relocated to suitable habitat away from the construction zone, but within the project site.</p>	G	CD(P) CD (E)	Preconstruction surveys were conducted and no species were found.	Yes
53.	3A3-4b	<p><i>Valley Needlegrass</i></p> <p>Prior to ground-breaking activities including grading or construction, the owner/applicant shall retain a qualified botanist to conduct pre-construction surveys between May and June to determine if valley needlegrass grassland is present on the project site. If valley needlegrass is not found on the project site, the botanist shall document the findings in a letter report to the city and the owner/applicant and no further mitigation shall be required.</p> <p>If valley needlegrass is found within the project site, the location and extent of the community type, if any, that would be removed by project implementation shall be calculated. The owner/applicant shall consult with the California Department of Fish and Wildlife and the city to determine appropriate mitigation for removal of valley needlegrass resulting from project implementation. Mitigation measures may include establishment of valley needlegrass grassland within the project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site or preservation and enhancement of existing valley needlegrass grassland within the project site.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and Valley Needle grass was identified in portions of the Project impact areas. The Owner has developed an onsite mitigation plan that establishes replacement areas in the open space areas within Mangini Ranch Phase I. A copy of the mitigation and monitoring plan is available at the Community Development Department.	Yes

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54.		<p><i>Animal Barrier</i></p> <p>To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist's recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding ½-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p>	G	CD (E) (P)	A protective orange fence was installed along the perimeter of disturbed areas. The barrier fencing included in this condition was not required since none of the grading for this subdivision was adjacent to any existing development.	Yes

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55.	3A 5-2	<p><i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p>The owner/applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City's Community Development Department in the form of a copy of training materials and the completed training attendance roster prior to approval of grading and/or construction.</p> <p>Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate the significance of the find by evaluating the resource for eligibility for listing on the California Register of Historic Resources (CRHR) and the National Register of Historic Places (NRHP). If the resource is eligible for listing on the CRHR or NRHP and would be subject to disturbance or destruction, the actions required by the first amended programmatic agreement and subsequent documentation shall be implemented. The City of Folsom Community Development Department and USACE shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.</p>	G	CD (P) CD (E) USACE	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Dept.	Yes

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56.	3A 5-3	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission (NAHC), which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p> <p>If the owner/applicant does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the owner/applicant shall rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p>	OG	Sacramento County Coroner Native American Heritage Commission CD (P) CD (E)	No human remains were discovered during construction.	Yes

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57.	3A5-2	<p><i>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p>Before the start of any earthmoving activities, the owner/applicant shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The owner/applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>	G	CD (E) (P)	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Department.	Yes
58.	3A 5-1b	<p><i>Mangini Ranch Historic Properties Treatment Plan (HPTP)</i></p> <p>Prior to issuance of a grading permit, the owner/applicant shall demonstrate proof of compliance that the following applicable mitigation measure from the Mangini Ranch HPTP, as determined in consultation with the Army Corps of Engineers, was implemented as appropriate:</p> <p>Historic American Engineering Record (HAER) documentation of the site P-34-1745, the Keefe McDerby Mine Ditch; and an updated Historic Property Management Plan that incorporates the results of the HAER documentation. Final proof of compliance is defined as written compliance verification from the US Army Corps of Engineers.</p>	G	CD (E) (P)	The owner/applicant completed the HPTP and received approval and a Notice to Proceed (NTP) was issued by the USACOE. A copy of the NTP is available from the Community Development Department.	Yes

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59.	3A 5-1a	<p><i>Geoarcheological Monitoring</i></p> <p>In the event that any grading will occur within areas determined to require geoarcheological monitoring, the owner/applicant shall retain a qualified professional geoarcheologist who has a graduate degree in the specialized discipline, possesses a demonstrated ability to carry research to completion, and has at least 24 months of professional experience and/or specialized training in geoarcheology. The geoarcheologist shall monitor the ground disturbing activities in the affected areas down to 1.5 meters below the surface. The monitoring geoarcheologist shall submit proof of monitoring in the form of daily field monitoring logs to the City and the US Army Corps of Engineers within 48 hours of completion of monitoring activities.</p>	G	CD (E) (P)	The owner/applicant retained a qualified geo-archeologist in predetermined areas during construction and the geo-archeologist provided all of the required reports to the USACOE.	Yes
60.	3A 5-1a 3A 5-1b	<p><i>Off-site Utility Connection</i></p> <p>The applicable mitigation measures from the Historic Properties Treatment Plan for Mangini Ranch shall be implemented as appropriate prior to ground disturbing activities, and documentation showing proof of compliance shall be submitted to the city. Final proof of compliance is defined as written compliance verification from the US Army Corps of Engineers.</p>	G	CD (E) (P)	The mitigation measures from the HPTP were implemented prior to ground disturbing activities. A copy of the final proof of compliance is available from the Community Development Department.	Yes

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61.	3A 2-1a 3A 2-1d 3A 2-1f	<p><i>Basic Construction Emission Control Practices</i></p> <p>The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District 's list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District –recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations.</p> <p>The following shall be noted on Grading Plans and building construction plans:</p> <p><i>Basic Construction Emission Control Practices</i></p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. 	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)	The grading and improvement plans for all Phase 1 projects included the applicable notes. Additionally, monthly equipment usage and emissions were reported to the Sacramento Metropolitan Air Quality Management District. Dust control best management practices were implemented to control fugitive dust and offsite track out material.	Yes

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

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

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61.cont	3A 2-1a 3A 2-1d 3A 2-1f	<p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used 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>	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)		Yes

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61.cont	3A 2-1a 3A 2-1d 3A 2-1f	<ul style="list-style-type: none"> If at the time of grading and/or construction, Sacramento Metropolitan Air Quality Management District has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District. 	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)		
62.	3A 2-2	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.	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)	The owner/applicant implemented all applicable mitigation measures.	Yes

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63.	3A2-5	<p><i>Naturally Occurring Asbestos</i></p> <p>Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance,</p>	G	Sacramento Metro-politan Air uality Management District CD (E) (P)	The owner/applicant has assumed the presence of NOA and implemented an Asbestos Dust Mitigation Plan during construction. The Mitigation Plan has been reviewed and approved by the SMAQMD prior to the issuance of a grading permit. On-site inspection and monitoring has been conducted to ensure compliance with these measures.	Yes

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63.cont		keeping storage piles wet or covered, and track-out prevention and removal. The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.				

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64.	3A 2-1h	<p><i>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</i></p> <p>Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM10 emissions pursuant to Sacramento Metropolitan Air Quality Management District guidance that is in place at the time the analysis is performed.</p> <p>Sacramento Metropolitan Air Quality Management District emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the owner/applicant shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust emission and fugitive PM10 dust emissions in accordance with Sacramento Metropolitan Air Quality Management District guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the owner/applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>	G	<p>Sacramento Metropolitan Air Quality Management District</p> <p>Caltrans</p> <p>CD (E) (P)</p>	The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.	Yes

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65.	3A 8-5	<p><i>Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster.</i></p> <p>Prior to issuance of a grading permit for any phase that will include blasting, the owner/applicant shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to the owner/applicant of all project phases in which blasting would be employed. The plan shall include, but is not limited to:</p> <ul style="list-style-type: none"> ▶ storage locations that meet ATF standards contained in 27 CFR Part 55; ▶ safety requirements for workers (e.g., daily safety meetings, personal protective equipment); ▶ an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and ▶ measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings). <p>Upon completion of a blasting safety plan, the owner/applicant's contractor shall secure any required permits from the City of Folsom Fire Department.</p>	G	CD (E), FD	The owner/applicant obtained a blasting permit from the City. The owner/applicant provided notification prior to all proposed blasting in compliance with the City blasting permit. The blasting for the subdivision was in compliance with Fire Department requirements.	Yes

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66.		<p><i>Prepare fuel modification plan (FMP).</i></p> <p>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.</p> <p>The owner/applicant shall agree to be responsible for the long-term maintenance of the Fuel Modification Plan consistent with Section 3.8.5.1 of the ARDA and Amendment No. 1 to the ARDA. 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	The owner/applicant submitted and received approval of a Fuel Modification Plan. A copy of the FMP is available from the Community Development Department.	Yes
67.		<p><i>Landslide /Slope Failure</i></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	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes

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68.	3A 11-1 3B1-3a	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>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"> • Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays. These hours may be expanded to include Saturday and Sunday between 8 a.m. and 6 p.m. provided there are no sensitive receptors within 1500 feet, subject to the sole discretion of the city. • All construction equipment and equipment staging areas (including rock crushing operations) shall be located as far as possible from nearby noise-sensitive land uses. • All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. • All motorized construction equipment shall be shut down when not in use to prevent idling. • Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site). 	G, I, B	CD (P) CD (E) (B)	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes

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68.cont		<ul style="list-style-type: none"> • Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. • Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. • To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). • When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. 	G	CD (P) CD (E) (B)		

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69.	3A.11-3	<p><i>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</i></p> <ul style="list-style-type: none"> ▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors. ▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors. ▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California. ▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast. ▶ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. 			The owner/applicant implemented a blasting control plan in accordance with this mitigation measure.	Yes
IMPROVEMENT PLAN REQUIREMENTS						
70.		<p><i>Improvement Plans</i></p> <p>The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD(E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes

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71.		<p><i>Standard Construction Specifications and Details</i></p> <p>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>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P) CD (E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
72.		<p><i>Water and Sewer Infrastructure</i></p> <p>All publicly owned water and sewer infrastructure shall be placed within the street right of way. In the event that a public water or sewer main needs to be placed in an area other than the public right of way such as through an open space corridor, landscaped area, etc. an access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line along the entire water and/or sewer line alignment. The public water and sewer mains shall be publicly owned and maintained within any street and public sewer and water main easements shall be provided and in no event shall a public water or public sewer line be placed on private residential property. For example, installing a public water main on the property line between two single family homes. The domestic water and irrigation system shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>.</p> <p>All publicly owned water and sewer lines and services shall be accessible for operations, maintenance, and repair. Non-accessible situations would include placing mains and services behind retaining walls, placing public mains on private property, etc.</p>	I	CD (E)	The owner/applicant has installed all sewer and water infrastructure within the street right of way. The outfall sewer line has been installed within easements or planned right of way within future streets.	Yes

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73.		<p><i>Proposed Improvements on Adjoining Properties Not Owned by the Owner/Applicant</i></p> <p>The owner/applicant shall include all record information for rights of entry, easements, temporary and permanent construction easements, slope easements, etc. for all proposed improvements on adjoining properties not owned by the owner/applicant and impacted by the owner/applicants improvements. The record information and the recorded boundaries of all work on adjoining properties shall be included on all grading and/or improvement plans prior to plan approval.</p>	G, I	CD (E)	The owner/applicant has obtained all required easements and/or temporary construction easements. Copies of the easements are available at the Community Development Department and filed with the Sacramento County Recorder. All record information is shown on the approved plans for the subdivision.	Yes
74.		<p><i>SPTC-JPA Approval</i></p> <p>The owner/applicant shall cooperate with the City to obtain written approval from both the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA) and the Public Utilities Commission (PUC) for any proposed crossing(s) of work within the existing JPA corridor which parallels Old Placerville Road. The owner/applicant shall provide written approval from both the SPTC-JPA and as required by the PUC to the City prior to approval of grading and/or improvement plans. The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</p>	I	CD (E)	The owner/applicant has obtained a Public Utility Easement for utilities within the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA). There were no crossings required for any of the improvements associated with the Phase 1 improvements for this subdivision.	

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75.	3A1-5	<p>Lighting Plan</p> <p>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 Design Guidelines:</p> <ul style="list-style-type: none"> • shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes

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76.		<p><i>Above Ground Utility Site Design Review Application</i></p> <p>The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations, etc.) to the Community Development Department to ensure these facilities are adequately screened. These above ground utility installations shall be designed to be adequately screened and/or blended into the hillsides through use of berming, landscaping or through the use of walls or fences to the satisfaction of the Community Development Department.</p>	G, I	CD (P) (E) EWR	The owner/applicant submitted a Design Review Application and received approval for the construction of the Alder Creek Parkway Sewer Lift Station.	Yes
77.		<p><i>Utility Coordination</i></p> <p>The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I, M	CD (P) CD (E)	The owner/applicant has coordinated with the various utility agencies.	Yes
78.	3B.7-4	<p><i>Implement Corrosion Protection Measures.</i></p> <p>The owner/applicant shall be required to provide that all underground metallic fittings, appurtenances and piping in the City's water systems include a cathodic protection system to protect these facilities from corrosion. The cathodic protection system shall be prepared by a licensed geotechnical or civil engineer and the system shall be reviewed and approved by the City prior to approval of improvement plans.</p>	I	CDD(E), EWR	The owner/applicant has provided cathodic protection in the improvement plans in accordance with City requirements for all metallic water pipelines and appurtenances. The plans were approved by the City.	Yes
79.	3B.7-1b	<p><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i></p> <p>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 prior to approval of improvement plans.</p>	I	CDD(E), EWR	The improvements plans for all water systems have isolation valves and incorporate design standards that allow the City to isolate portions of the City's water system in the event of failure.	Yes

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80.		<p><i>Replacing Hazardous Facilities</i></p> <p>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	The owner/applicant has reconstructed a portion of East Bidwell Street (formerly Scott Rd) to the satisfaction of the Community Development Department. No existing improvements were included as part of this subdivision.	Yes
81.		<p><i>Asphalt Concrete Sewer Maintenance Road</i></p> <p>The owner/applicant shall provide an asphalt concrete (AC) maintenance road (minimum 12 feet wide) which extends from Scott Road to the future Easton Valley Parkway sanitary sewer lift station. The AC maintenance road shall be designed to meet City standards for utility vehicle loads including, but not limited to, vector trucks, fire vehicles and fire apparatus and other maintenance vehicles. The AC maintenance road shall be required to be placed over the entire trunk main and/or trunk forced main, including the interim 12" sewer main between Scott Road and A Street alignment, dependent upon which alternative sewer system is constructed to serve the project.</p>	I	CD (E), FD, EWR	The owner/applicant has constructed an asphalt maintenance road for the entire length of the sewer line extending from East Bidwell Street (formerly Scott Rd) to the Alder Creek Parkway sewer lift station as well as the sewer forced main extension to the US50 crossing.	Yes
82.		<p><i>Future Utility Lines</i></p> <p>All future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>			All proposed utility service to the lots in this subdivision have been placed underground.	Yes

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83.		<p><i>Off-site Trunk Sewer Main</i></p> <p>The owner/applicant shall design and construct the off-site trunk sewer main as shown in Alternative 1 attached to the vesting tentative subdivision map. Owner/applicant may propose an alternative alignment for routing the sewer backbone infrastructure in conformance with the Wastewater Master Plan Update subject to the sole discretion of the City. The off-site sewer trunk mains, the sewer maintenance roads, sanitary sewer lift station(s), and sewer forced mains extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCSD) lift station shall be completed and accepted by the City for operation and maintenance prior to issuance of the first building permit in the project.</p> <p>The owner/applicant shall be responsible for constructing any and all odor control facilities, providing high-velocity hydraulic cleaning and vacuum cleaning of select sewer mains and providing temporary supplemental flows into select sewer mains as determined by the City until such time the peak average flows are met in the Folsom Plan Area backbone sewer system in accordance with the Wastewater Master Plan Update.</p>			<p>The owner/applicant has completed the sewer trunk main, lift station and force mains to serve the subject subdivision. The Owner/applicant developed a flushing plan that was reviewed and approved by the City Engineer and the Environmental and Water Resources Department.</p>	Yes
84.		<p><i>Water Reservoirs, Water Booster Pump Stations, Pressure Reducing Valve Stations, and Sewer Lift Stations</i></p> <p>The owner/applicant shall design all water reservoirs, water booster pump stations, pressure reducing valve stations, and sewer lift stations, and shall coordinate the design with the Community Development Department and their construction shall be managed by the Environmental and Water Resources Department.</p>	I	CD (E), E&WR	<p>The Owner/applicant designed and constructed the sewer lift stations and pressure reducing valves while under supervisor and inspection by the City's Environmental and Water Resources Department.</p>	Yes
85.		<p><i>Water Meter Fixed Network System</i></p> <p>The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system.</p>	I	CD (E), E&WR	<p>The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection.</p>	Yes

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86.		<p><i>Vertical Curb</i></p> <p>All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P) (B)	The improvement plans for the subdivision improvements and backbone roadways provide vertical curbing as required.	Yes
87.		<p><i>White Rock Road Shoulder Improvements</i></p> <p>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 first small lot final map. 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.</p> <p>If shoulder improvements are constructed and/or funded by the <u>owner</u>/applicant, then said costs shall <u>may</u> be included in the SCTDF fee program or other <u>an</u> applicable fee program established and approved for the Folsom Plan Area subject to approval by the City and the actual costs expended by the <u>owner</u>/applicant shall <u>may therefore be eligible</u> for a credit and/or reimbursement <u>agreement</u>.</p> <p>If construction of the Capital Southeast Connector Project between Scott Road and the El Dorado County line has commenced during the term of the required Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.</p> <p><i>Modified by Staff Subsequent to the May 20, 2015 Planning Commission Meeting</i></p>	M	CD (E) (P)	The owner/applicant has entered into a Deferred Improvement Agreement and provided bonding for the construction of these shoulder improvements. The City has been working cooperatively with the Capital Southeast Connector JPA project. These shoulder improvements would be constructed as part of the future JPA Connector D3 segment project. At such time the JPA Connector D3 Segment is constructed, the owner/applicant would no longer be required to maintain the bonds as part of the executed Deferred Improvement Agreement. The JPA Connector project between Prairie City Road and East Bidwell Street commenced in April 2021.	Yes
88.		<p><i>Class II Bike Lanes</i></p> <p>All Class II bike lanes shall be striped and painted green. No parking shall be permitted within the Class II bike lanes. These bike lanes shall connect to the Class I bike trail and future community park.</p>	I	CD (E) (P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

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89.		<p><i>Parks and Recreation</i></p> <p>The following measures shall be implemented to the satisfaction of the Parks and Recreation Department:</p> <ol style="list-style-type: none"> 1. The Owner/Applicant will provide and develop the proposed Class II bike lane alignments and connections consistent with the Illustrative Master Plan for Mangini Ranch Exhibit dated March 30, 2015. 2. Subject to a future credit / reimbursement agreement approved by the City Council, the Owner/Applicant will provide and develop the proposed Backbone Class I Bike Trails consistent with the Illustrative Master Plan for Mangini Ranch Exhibit dated March 30, 2015. 3. The Owner/Applicant will incorporate the design and grading for the proposed Additional Class I Bike Trails consistent with the Illustrative Master Plan for Mangini Ranch Exhibit dated March 30, 2015. 	I	CD, PR	The owner/applicant has designed and graded the Class I bike trails along with the Class II bike lanes along East Bidwell Street (formerly Scott Rd) and Mangini Parkway.	Yes
90.	3A 11-4	<p><i>Noise Barriers</i></p> <p>In conjunction with the submittal of improvement plans for each proposed development phase where noise barrier locations are required, the owner/applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along White Rock Road and Street A. The solid noise barrier along White Rock Road shall be no less than 7 feet in height and shall be confirmed based upon the final approved site and grading plans. If the final alignment of the Capital SouthEast Connector shifts away from the sensitive noise receptors, the wall height may be reduced pending an updated noise study to the satisfaction of the city engineer.</p> <p>The solid noise barrier along Street A shall be no less than 6 feet in height and shall be confirmed based upon the final approved site and grading plans. All required wall heights shall be relative to finished building pad elevations unless the adjoining road elevation is above the backyard elevation in which case the noise barrier height shall be relative to the roadway elevation. Noise barrier walls shall be constructed of decorative concrete masonry units. Abrupt transitions exceeding two feet in height shall be avoided. The Grading and/or Improvement Plans shall be subject to review and approval by the City Engineer.</p>	I	CD (E) (P)	The landscape plans for Mangini Parkway Phase 1B include the required sound walls along both Mangini Parkway and White Rock Road in accordance with the recommendations of the acoustical study.	Yes

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

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92.	3A 3-1a	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the owner/applicant shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City's Grading Ordinance and City drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.</p> <p>The owner/applicant shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Mangini Ranch drainage system.</p>	G, I	CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB	The owner/applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) which implements stormwater water quality practices in accordance with the Stormwater Quality Design Manual for Sacramento and Placer Regions. There are no offsite improvements needed for support the Mangini Ranch drainage system.	Yes

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93.		<p><i>Best Management Practices</i></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 preproject 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)	<p>The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NPDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.</p>	Yes

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94.		<p><i>Litter Control</i></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)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes
FIRE DEPT REQUIREMENTS						
95.	3A 14-3	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The owner/applicant shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	I, B	CD (E) Fire	The Community Development Department and the Fire Department have reviewed all proposed improvement plans for the construction of the water and fire flow system for this subdivision.	Yes
96.		<p><i>All-Weather Access and Fire Hydrants</i></p> <p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30).</p> <p>The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p>	I, B	CD (E) Fire	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed.	Yes

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96.cont		<ul style="list-style-type: none"> • Fire department and other emergency access shall be assured an unencumbered continuous paved width of 20 feet on straight portions of the emergency vehicle access (EVA). Turns on EVA's shall be designed to accommodate Fire Department apparatus with inside turning radii of 25 feet and outside turning radii of 50 feet; therefore, the minimum width of EVA's in turning movements shall be 25 feet. The structural design of the EVA shall accommodate a gross vehicle weight of 80,000 pounds for fire apparatus. The maximum grade of an EVA shall not exceed 12% and gradual transitions between differing grades are required. The EVA shall have an unobstructed vertical clearance of not less than 13'6". Access points to EVA's shall be identified with painted and stenciled rolled curbs to restrict parking in accordance with the California Vehicle Code. All curbs shall be painted red with the words "No Parking Fire Lane" stenciled in white on the face of the curbs using 4-inch letters. If curbs are not available, provide 6-inch wide red stripes along the edge of the access points with the same stenciling. • The minimum fire flow for residential dwellings is 1,000 gpm at 20 psi for houses 3,600 sq. ft. and less, 1,750 gpm for dwellings greater than 3,600 sq. ft. in area, and 2,000 gpm for dwellings greater than 4,800 sq. ft. up to 6,200 sq. ft. in area. Please determine the maximum size homes that will be built in this subdivision. A water model analysis that proves the minimum fire flow will be required before any permits are issued. • All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval. • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code. Several streets indicated on the plans are dead ends greater than 500 feet. Provide a second emergency access or reduce the length of dead-ends that are served by only a single point of entry. 	I, B	CD (E) Fire		

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96.cont		<ul style="list-style-type: none"> All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2" AC over 6" AB from October 1 to April 30 The first Fire Station planned for the Folsom Ranch Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Ranch Plan Area is met. 	I, B	CD (E) Fire		
97.	3A 14-2	<p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below: Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p>	I, B, O	FD PW CD (E)	The City of Folsom Fire Department has reviewed and approved the subdivision plans and any off-site improvements for compliance with this mitigation measure.	Yes

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		<ul style="list-style-type: none"> • Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits. <p>The Fire Dept. shall review and approve any improvement plans or building permits for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. The City shall not authorize the occupancy of any structures until the owner/applicant have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department.</p>				
98.		<p><i>Secondary Emergency Access</i></p> <p>Prior to issuance of the 200th building permit, the owner/applicant shall install and complete the emergency vehicular access (EVA) as shown on Section D-1 of the Vesting Small Lot Tentative Subdivision Map by extending the EVA from the end of Street A to Placerville Road to the satisfaction of the Fire Department.</p>	B	CD	The emergency vehicle access has been constructed from Placerville Rd to the boundary of the subject subdivision.	Yes
99.		<p><i>Street A Completion</i></p> <p>Prior to recordation of the last final map on Parcels 1 to 9, as shown on the Vesting Large Lot Tentative Merger and Resubdivision Map of the project, the owner/applicant shall improve the emergency vehicular access EVA shown as section D-1 of the Vesting Tentative Subdivision Map, to the full sections of Street A as shown on section D of the vesting tentative subdivision map to the existing Placerville Road. However, if it is determined by the City Fire Department that other roadways in the project (e.g. "C" Drive between Villages 1 and 2) have been constructed to provide the appropriate secondary access, the emergency vehicular access on the easterly end of Street A can remain in place.</p>	M, I	CD	Since the subject subdivision is not the last final map within Parcels 1 through 9, this condition does not apply.	This condition will be addressed prior to the approval of the last final map in the Mangini Ranch Villages

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100.		<p><i>Reclaimed Water Pipe</i></p> <p>The owner/applicant shall install a reclaimed water “purple” pipe conveyance and irrigation system for all proposed landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future park sites, school sites, open space parcels either publicly maintained or privately maintained by the owner/applicant, etc. in accordance the Folsom Plan Area Specific Plan Environmental Impact Report. The reclaimed water pipe conveyance and irrigation systems shall be designed and maintained by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water systems is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. The owner/applicant shall include the reclaimed water pipe conveyance and irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p>	I	CD (E) (P) EWR, PK	The owner/applicant has constructed reclaimed water pipelines within Mangini Parkway and East Bidwell Street. These pipelines will be connected to a potable water source until a recycled water source is available. These pipelines have been planned to serve the landscape corridors, elementary school and adjacent neighborhood park within the Mangini Ranch – Phase I Subdivision.	Yes
101.		<p><i>Landscaping Plans</i></p> <p>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 <u>Folsom Municipal Code Chapter 17.57</u> where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, sign visibility, light clearance or any other purpose shall not be allowed. Specialty-style</p>	I, OG	CD(P), PW	The Owner/applicant has prepared a landscape plan for all supporting backbone roadways and detention basins. The plans are in accordance with all City requirements and Design Guidelines for the Folsom Plan Area.	Yes

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101. cont		pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. 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 Mangini Ranch Project.				
102.		<i>Right of Way Landscaping</i> Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road is constructed.	I, OG	CD(P), PW	Landscaping is under construction and the Applicant has provided security to guarantee the completion of the landscaping improvements along adjoining roadways.	Yes
MAP REQUIREMENTS						
103.		<i>Vesting Large Lot Tentative Subdivision Map</i> Prior to the recording of any phase of this Vesting Small Lot Tentative Subdivision Map, the Mangini Ranch Vesting Large Lot Tentative Subdivision Map shall be recorded.	M	CD(E)	The Mangini Large Lot Final Map was recorded on April 7, 2017 in Book 395 of Maps at Page 10	Yes
104.		<i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD(E)	The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes

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105.		<p><i>The Final Inclusionary Housing Plan</i></p> <p>The Final Inclusionary Housing Plan and Final Inclusionary Housing Agreement as approved by the City Council shall be executed prior to recordation of the first Final Map for the Mangini Ranch Subdivision.</p>	M	CD (P)(E)	The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.	Yes

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106.		<p><i>Conditions, Covenants, and Restrictions (CC&Rs)</i></p> <p>The owner/applicant shall disclose to the homebuyers in the Conditions, Covenants, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> 1) a future public park and public school are located within the proposed subdivision, and that the public park include 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 park includes nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) that the soil in the subdivision may contain naturally occurring asbestos. 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. 4) Owner/applicant acknowledges the final design, location, grade and configuration of the Connector Project is not known. As such, owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Villages 6 and 7 advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved. 5) The owner applicant shall disclose to homebuyers that the project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 	M	CD (P) PK	The owner/applicant has provided copies of their proposed CC&R's, which contain provisions in accordance with the Items #1-3 and #5 listed in this condition of approval. Item #4 does not apply to this subdivision.	Yes

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107.		<p>Financing Districts The owner/applicant shall form a Landscape Lighting Assessment District, a Community Services District, and/ or a Home Owners Association, which shall be responsible for maintenance of all private streets, if any, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or plant spacings shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p>	M	CD (P) CD (E)	The City has formed CFD 18, a Maintenance CFD which shall be responsible for maintenance of all backbone infrastructure, drainage facilities, street lighting and landscaping. Additionally, the City has formed CFD 19, which the subject subdivision is a part of, includes an assessment for on-site specific drainage, landscaping, lighting and sound walls. Each of the assessments for CFD 18 and 19 will be triggered at the issuance of a building permit.	Yes
108.		<p>Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all private and public street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.	Yes
109.		<p>Final Map Phasing 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)	The owner/applicant has proposed phasing of the final maps and received approval of a phasing plan by the City Engineer.	Yes

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110.		<p><i>Backbone Infrastructure</i> As provided for in the ARDA and the First Amendment thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA.</p>	G, I	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder within the Large Lot Final Map or by separate instrument.	Yes
111.		<p><i>Improvements in the PFFP</i> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.</p>	M	PFFP, M,B CDD(E)(P)(B) , PW, FD, EWR, PR	All required infrastructure to serve the subject subdivisions has been identified and will be required to be constructed prior to the issuance of the first building permit. There is no phasing plan associated with the infrastructure necessary to serve the subject subdivision.	Yes

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112.		<p><i>New Permanent Benchmarks</i></p> <p>The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)	The owner/applicant has installed three (3) new benchmarks per the direction of the City Engineer. These benchmarks are in place and the benchmark information has been provided to the City.	Yes
113.		<p><i>Community Facilities Districts and Financing Plans</i></p> <p>Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the Amended and Restated Tier 1 Development Agreement (ARDA) and the ARDA and any amendments thereto, the owner/applicant is required to complete the following:</p> <ul style="list-style-type: none"> • Formation and approval by the City Council of the Sewer and Water CFD, • Formation and approval by the City Council of the Aquatic Center CFD, • Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD, • Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) , • Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD) • Formation and approval by the City Council of the Open Space Management and Financing Plan. • Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan 	M	CD (E)	The City Council adopted Resolution No. 9666 and 9667 for the formation of CFD No. 18, which includes the special tax assessments for all of the items listed in this condition. All of the required CFD's included in this condition have been established and approved by the City Council.	Yes

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114.	4.7-1 3A 18-1	<i>Water Supply Availability</i> The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City and approved by the City prior to approval of any final map.	M	CD (E) Utilities	The owner/applicant has constructed the necessary infrastructure to provide potable water to this subdivision. The potable water infrastructure will be approved by the City prior to issuance of the first building permit in this subdivision in compliance with this condition.	
115.	3A 18-2a	<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> 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 certificate of occupancy shall not be issued for any building within the Specific Plan Area until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City.	M, B, O	CD (E) (B), PW	The off-site potable water infrastructure for this subdivision has been constructed to serve this subdivision. The City has verified that the off-site potable water infrastructure is adequate to serve this subdivision.	Yes
116.	3A 16-3	<i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i> The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City.	M, B	CD (E) (B), PW	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout.	Yes

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117.	3A 16-1	<p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>The owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	M, B	CD (E) (B) PW	The owner/applicant has constructed the on-site and off-site sewer infrastructure to serve this subdivision. The off-site infrastructure includes the sewer trunk main, the Alder Creek Parkway sewer lift station and forced main.	Yes
118.		<p><i>Centralized Mail Delivery Units</i></p> <p>All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)	The Final Map includes an easement that allows for the construction and maintenance of centralized mail delivery boxes.	Yes
119.		<p><i>ARDA and Amendments</i></p> <p>The owner/applicant shall comply with all provisions of the Amended and Restated Tier 1 Development Agreement and any approved amendments by and between the City and Mangini North Holdings LLC, White Rock Land Investors, LLC, and Folsom Real Estate South, LLC relative to this project.</p>	G, I, M, B	CD (E)	The owner/applicant has complied with all applicable provisions of the respective Amended and Restated Tier 1 Development Agreement.	Yes

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120.		<p><i>Capital Southeast Connector</i></p> <p>At the time of this project approval the final design, location, grade and configuration of the Capital Southeast Connector (Connector) is not known nor approved by the agencies that will be involved in the Connector project. Section 2.2.3 of the Amendment to the Amended and Restated Development Agreement (ARDA) – provides for exceptions to Vested Rights relative to the Connector project. Subject to the provisions of Section 3.7.1 of the ARDA concerning payment by the Capital Southeast Connector JPA, owner/applicant will dedicate the rights of way as provided in Section 2.2.3 and nothing in this condition waives the rights of the City or owner/applicant associated with Section 2.2.3. Owner-applicant agrees that the value of lands subject to the dedication shall be based upon the value for comparable unentitled lands being paid by the Connector JPA at the time the land is dedicated. As provided in Large Lot Map Condition No. 7, owner-applicant shall provide the City with an Irrevocable Offer of Dedication (IOD) for the Connector for the land as</p>	M	CD (E) (P)	The Owner/applicant recorded a Large Lot Final Map (LLFM) on April 7, 2017. The LLFM included an Irrevocable Offer of Dedication (IOD) for the portions of the SE Connector project abutting the Phase 1 property.	Yes
		depicted in Figure 2.2.3 of the Amendment to the Amended and Restated Development Agreement. The land shall be valued at the time of the acceptance of the IOD as provided in this condition.				

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121.		<p><i>Street Names</i></p> <p>The street names identified below shall be used for the small lot final map:</p> <p>Alder Creek, Aldridge Ravine, Alvord, Aull, Beckley, Brooks, Bulldog, Butler, Cantor, Cash, Carolina Gould, Cimaroli, Conelly, Crandall, Crawford, Gallatin, Gass, Halfway, Harris, Hart, Horatio, Hose, Ingoldsby, John Rhoads, Kipp, Maidu, Manning, Marshall, Pioneer Route, Sanderson, Sawyer, Sherman, Sidney, Sparks, Theodore Judah, Tucker, Vedder, What Cheer, Wilford Rogers, Wilkinson, William Carpenter, William Spencer, Willis, Drift Mine, Flagstaff, French, Gopher Ridge, Keefe-McDerby, Lower Mines, Mangini, Mangini Ranch, Mine, Stone Ranch, Prairie Diggings, Rock Hearth, Streambed, Rebel Hill, South Hills, Quartz Mill, Bedstraw, Needlegrass, Westwood, Flannelbush, Foothill Pine, Oak Woodland, Savannah, Coyote Brush, Wildflower, Ainlay, Bucket, Doodlebug, Arrastra, Dredge, Dragline, Tailings, Coot, Sparrow, Crane, Hummingbird, Killdeer, Woodpecker, Blackbird, Merganser, Virginia Rail, Goose, Flicker, Kite, Cormorant, Harrier, Wild Turkey, Egret, Shoveler, Quinn.</p>	M	CD (E)	The Final Map for this subdivision contains names chosen from the approved list.	Yes

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

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

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
123.		<i>Recorded Final Map</i> Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.	B	CD (E)	The Community Development Department will require the copies of the recorded final map to be submitted prior to approval of the first building permit in the subdivision.	Condition will be satisfied prior to issuance of a building permit
124.		<i>Recorded Final Map</i> Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P) FCUSD	The Community Development Department will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the subdivision. This will be satisfied at the issuance of the first building permit.	Condition will be satisfied prior to issuance of a building permit
125.		<i>Fire Station</i> The first fire station planned for the Folsom Ranch Plan Area shall be completed and operational prior to the approval of a final inspection for the 1,500 th home within the Folsom Plan Area	B	Fire CD (B)	This condition will be satisfied prior to the issuance of the 1,500 th building permit in the Folsom Plan Area.	Condition will be satisfied prior to issuance of the 1500 th C. of O.

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
126.		<p><i>Infrastructure Improvements Timing</i></p> <p>All on and off-site subdivision and Backbone Infrastructure improvements required to serve this project and any subsequent phase of the project, including but not limited to, roadway and transportation improvements, sanitary sewer, water, storm drainage, water quality/detention basins, etc. shall be substantially completed to the satisfaction of the City prior to issuance of the first building permit within the project. Owner-applicant may propose issuance of building permits for model homes prior to substantial completion of the above referenced infrastructure, but in no case shall a final building inspection be approved without substantial completion of the above referenced infrastructure. Issuance of the building permits for model homes in advance of substantial completion shall be approved or denied in the sole discretion of the Community Development Department and shall be in accordance with the City's established policies for issuance of model home building permits. Substantial completion of the backbone infrastructure and improvements as noted above shall be defined as being complete such that all of the required improvements are ready for use and operation by the public as determined by the City.</p>	B	CD (E)	The owner/applicant has completed all required infrastructure to serve the subject lots in this subdivision, The required infrastructure has been completed and the infrastructure is ready for use.	Yes
127.		<p><i>Design Review Approval</i></p> <p>Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Folsom Ranch Central District Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be approved by the Planning Commission.</p>	B	CD (P)	The Planning Commission has approved the Design Review permit for lots included with this final map.	Yes

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS					
<p>It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.</p> <p>Public Facilities Financing Plan (PFFP): In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.</p> <p>Included in the PFFP are a number roadway projects including the Highway Interchanges that the Mangini Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p>Sacramento County Transportation Development Fee (SCTDF) contribution: The City is establishing a “fair share” fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, “Fair Share Cost Allocation Sacramento County & City of Folsom” dated January 2, 2014.</p> <p>Cal Trans/ City Memorandum of Understanding (Cal Trans MOU): The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the “fair share” impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.</p>					

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128.	4.8-2a	<p><i>East Bidwell/Iron Point</i></p> <p>Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p>	B	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee.	Condition will be satisfied prior to issuance of a building permit
129.		<p><i>Scott Road/Street A Intersection</i></p> <p>On or before the issuance of the 100th building permit, the owner/applicant shall have completed all intersection improvements and the traffic signal at the Scott Road/Street A intersection shall be operational, to the satisfaction of the City. These improvements are to be applied to the existing Scott Road alignment and geometry;</p> <p>Southbound on Scott Road, the lane configuration shall include the addition of a southbound left turn lane consisting of 315 feet deceleration length plus 400 feet storage length, excluding appropriate tapers, to accommodate anticipated vehicle queuing and deceleration for the southbound left turn lane onto eastbound Street A. The resulting southbound lane configuration will be two lanes, one left turn lane, one through lane.</p> <p>Northbound on Scott Road the lane configuration shall include the addition of a northbound right turn lane consisting of 315 feet deceleration length plus 50 feet storage length excluding appropriate tapers, to accommodate anticipated vehicle queuing and deceleration for the northbound right turn lane onto east bound Street A. The resulting northbound lane configuration will be two lanes, one through lane, and one right turn lane.</p> <p>Alternatively, the timing for the addition of the traffic signal may be delayed until the issuance of the 500th building permit if the following improvements are constructed;</p>	B	CD (E), PW	The owner/applicant has constructed the alternative scenario with the Phase 1 improvements for this subdivision. The traffic signal plans have been approved by the City and the traffic signal completed in the Spring of 2020.	Yes

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129. cont		In addition to the southbound Scott Road left turn lane onto eastbound Street A discussed herein, a two way left turn lane, acting as a refuge for a two-stage left turn movement onto southbound Scott Road from Street A is to be provided. This lane is anticipated to be 200 feet with appropriate tapers.	B	CD (E), PW		
130.		<p><i>Scott Road (East)/White Rock Road</i></p> <p>Prior to issuance of the first building permit, the owner/applicant shall be responsible for constructing intersection improvements at the Scott Road (East)/White Rock Road intersection to the satisfaction of the city. These improvements are to be applied to the existing Scott Road alignment and geometry:</p> <p>Southbound on Scott Road construct a free southbound right turn lane consisting of 315 deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road.</p> <p>Westbound on White Rock Road, construct a free right turn lane consisting of 315 feet deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound Scott Road.</p>	B	CD (E), PW	The owner/applicant has constructed the alternate scenario with the Phase 1 improvements for this subdivision.	Yes
131.	3A15-1c	<p><i>Scott Road (West)/White Rock Road</i></p> <p>To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed.</p>	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
132.	3A 15-4f	<p><i>Empire Ranch Road/Iron Point Road Intersection</i></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> • The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. • The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. • The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. • The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. <p>The owner/applicant shall pay its proportionate share of funding of improvements.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit
133.	3A 15-1s	<p><i>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</i></p> <p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
134.	3A 15-1u	<i>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
135.	3A 15-1x	<i>U.S. 50 Eastbound/Prairie City Road Diverge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
136.	3A 15-1y	<i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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137.	3A 15-1z	<i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.	B (PFFP)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
138.	3A 15-1aa	<i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
139.	3A 15-1dd	<i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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140.	3A 15-1ee	<i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on-ramp should start the westbound auxiliary lane that ends at the Prairie City Road off-ramp. The slip on-ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
141.	3A 15-1ff	<i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
142.	3A-15-1gg	<i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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143.	3A 15-4t	<p><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on-ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp 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	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
144.	3A 15-4u	<p><i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment 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	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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145.	3A 15-4v	<p><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
146.	3A 15-4w	<p><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on-ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on-ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
147.	3A 15-4x	<p><i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
148.	3A 15-4y	<i>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on-ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on-ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
149.	3A 15-2a	<i>Provide Options for Alternative Transportation Modes.</i> The owner/applicant for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	B (pay PFFP fee and Transit fee)	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance of a building permit
150.	3A 15-1a	<i>Folsom Boulevard/Blue Ravine Road Intersection</i> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD
VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES,
AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
151.	3A.15-1b	<p>Sibley Street/ Blue Ravine Road Intersection 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	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit
152.	3A.15-1i	<p>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City Road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection</p>	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD
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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
153.	3A.15-1o	<p><i>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</i></p> <p>The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
154.	3A.15-1p	<p><i>Grant Line Road/ State Route 16 Intersection</i></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	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
155.	3A.15-1q	<i>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
156.	3A.15-1r	<i>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
157.	3A.15-1v	<i>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
158.	3A.15-1w	<i>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
159.	3A.15-1hh	<i>U.S. 50 Eastbound/Folsom Boulevard</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
160.	3A.15-1ii	<i>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
161.	3A.15-2b	<i>Participate in the City's Transportation System Management Fee Program</i> The owner/applicant for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	B	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance of a building permit
162.	3A.15-3	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> In accordance with Measure W, the owner/applicant for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF) and the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
163.	3A.15-4a	<i>Sibley Street/Blue Ravine Road Intersection</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one dedicated right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit Yes
164.	3A.15-4c	<i>East Bidwell Street/College Street</i> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the East Bidwell Street/College Street intersection	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
165.	3A.15-4g	<i>Oak Avenue Parkway/Easton Valley Parkway</i> 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. The owner/applicant shall fund and construct these improvements	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
166.	3A.15-1f	<i>Oak Avenue Parkway/Middle Road Intersection</i> To ensure that the Oak Avenue Parkway/Middle Road intersection (as shown in the FPA) operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	B	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
167.	3A.15-1j	<i>Hazel Avenue between Madison Avenue and Curragh Downs Drive</i> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	B	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
168.	3A.15-11	<i>White Rock Road/Windfield Way Intersection</i> 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.	B Pay SCTDF	PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
169.	3A.15-4i	<p><i>Grant Line Road/White Rock Road Intersection</i></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange.</p> <p>Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection.</p>	B Pay SCTDF	PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Yes Condition will be satisfied prior to issuance of a building permit
170.	3A.15-4j	<p><i>Grant Line Road between White Rock Road and Kiefer Boulevard</i></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
171.	3A.15-4k	<p><i>Grant Line Road between Kiefer Boulevard and Jackson Highway</i></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
172.	3A.15-4l	<p><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i></p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements on Hazel Avenue, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.</p>	B	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
173.	3A.15-4m	<p><i>White Rock Road between Grant Line Road and Prairie City Road</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom Plan Area impacts.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.</p>	B Pay SCTDF	Sacramento County	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
174.	3A.15-4n	<p><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.</p>	B Pay SCTDF	Sacramento County	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
175.	3A.15-4o	<p><i>White Rock Road/Carson Crossing Road Intersection</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
176.	3A.15-4p	<p><i>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection shall be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
177.	3A.15-4q	<p><i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
178.	3A.15-4r	<p><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
179.	3A.15-4s	<p><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD
VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES,
AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
180.		<i>Credit Reimbursement Agreement</i> 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.	M	CD (E)	The owner/applicant has entered into a SPIF Credit/Reimbursement Agreements with the City for eligible improvements constructed by the owner/applicant.	Yes
181.		<i>Mechanical Ventilation</i> Prior to the issuance of Building Permits, the owner/applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired, for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Department.	B	CD (B) (P)	This condition will be reviewed and approved by the Community Development Department prior to the issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit
182.		<i>Windows Facing White Rock Road</i> All second floor bedroom windows shall be a minimum STC rating of 30 for houses constructed on lots located adjacent to White Rock Road from which the road is visible.	B	CD (P) (B)	This condition will be reviewed and approved by the Community Development Department prior to the issuance of a building permit for those applicable lots in Villages 6 & 7.	Condition will be satisfied prior to issuance of a building permit
ARCHITECTURE/SITE DESIGN REQUIREMENTS						

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD
VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES,
AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
183.		<p>Landscaping Plan Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision.</p> <p>Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions</p>	B	CD (P) (E)	The Community Development Department: has reviewed and approved the landscape plans for this subdivision. The approved landscape plans include all of the required measures in this condition. The landscaping and irrigation improvements have been completed and accepted by the City.	Yes
184.		<p>Private Recreational Amenity The applicant shall reserve a 2.5 acre site in the large lot tentative map area, exclusive of Lots 1 through 9 but in the vicinity of these lots, for a private recreational amenity. If by the time of the final Design Review approval for Lots 1 through 9, a builder(s) has elected not to construct the private amenity, the reservation of land shall be removed. In addition to the reservation of land, the applicant shall include in the Infrastructure CFD for Mangini Ranch a Service tax for the maintenance of the private amenity.</p>	M	CD (E) (P)	The reservation of land for the proposed recreational amenity is shown on the recorded Large Lot Final Map for Mangini Ranch Phase 1. None of the homebuilders in the Phase 1 subdivision have desired to construct a private recreational amenity. Therefore the condition has been satisfied and the reservation has been removed.	Yes

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