



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10735 – A Resolution Authorizing The City Manager To Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 3B Subdivision, and Approval of the Final Map for the Russell Ranch Phase 3B Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt:

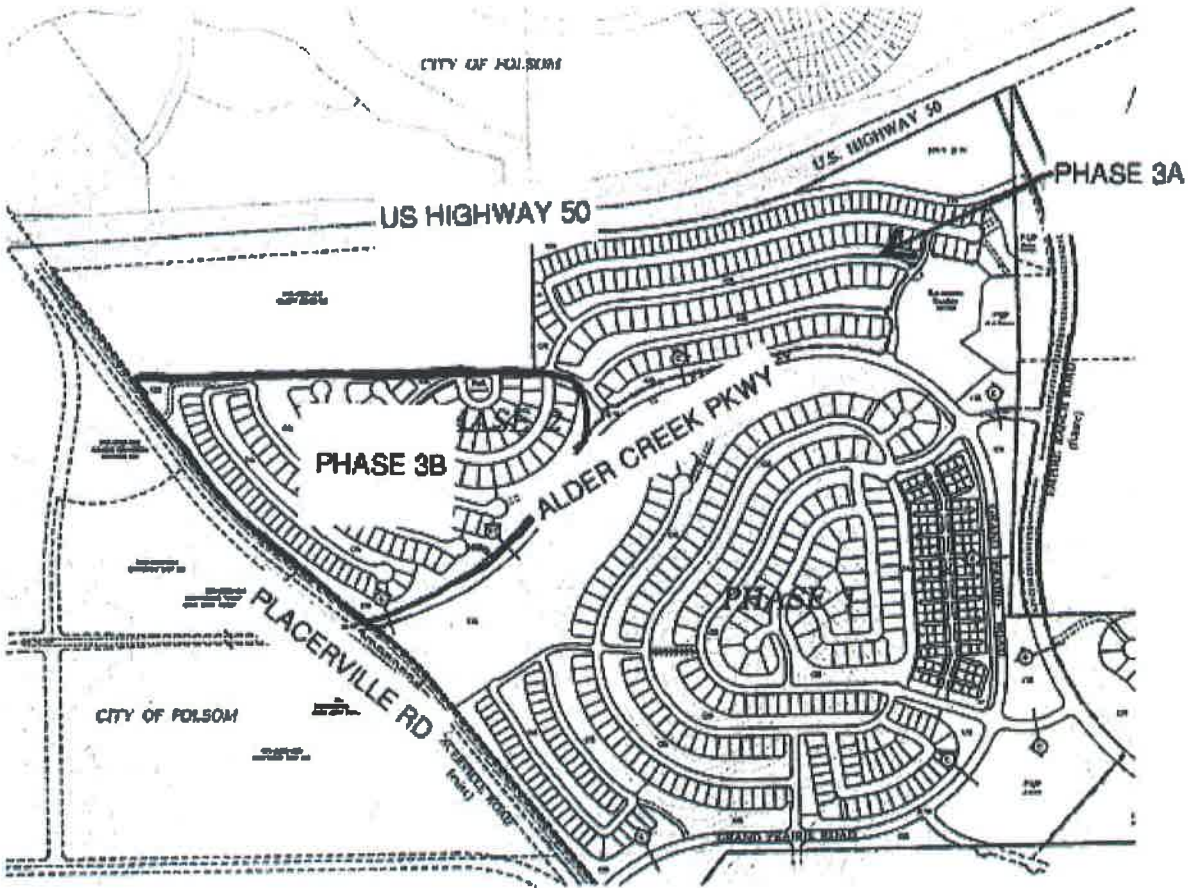
Resolution No. 10735 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 3B Subdivision, and Approval of the Final Map for the Russell Ranch Phase 3B Subdivision

BACKGROUND/ISSUE

The Amended Vesting Tentative Subdivision Map for the Russell Ranch Phase 3B subdivision was approved by the City Council on June 28, 2016.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Russell Ranch Phase 3A subdivision. The Final Map for the Russell Ranch Phase 3B subdivision will create a total of 110 single-family residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.

The Russell Ranch Phase 3B subdivision is located on the north side of Alder Creek Parkway east of Placerville Road, south of US Highway 50 and west of the Russell Ranch Phase 3A Subdivision in the Folsom Plan Area (FPA) (see below).



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 Russell Ranch Phase 3B 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 Russell Ranch Phase 3B 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

An Environmental Impact Report was certified for the Russell Ranch Phase 1 subdivision pursuant to the California Environmental Quality Act Guidelines (Russell Ranch EIR, SCH # 2014062018), by the City Council on May 12, 2015. No further environmental review is required for this Final Map.

ATTACHMENTS

1. Resolution No. 10735 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 3B Subdivision, and Approval of the Final Map for the Russell Ranch Phase 3B Subdivision
2. Russell Ranch Phase 3B Subdivision Improvement Agreement
3. Russell Ranch Phase 3B Final Map
4. Russell Ranch Phase 3B Amended Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Russell Ranch Phase 3B Amended Vesting Tentative Subdivision Map

Submitted,



Pam Johns
Community Development Director

ATTACHMENT 1

**Resolution No. 10735 – A Resolution Authorizing the City Manager
To Execute a Subdivision Improvement Agreement and Accept Offers
of Dedication for the Russell Ranch Phase 3B Subdivision, and
Approval of the Final Map for the Russell Ranch Phase 3B Subdivision**

RESOLUTION NO. 10735

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE RUSSELL RANCH PHASE 3B SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE RUSSELL RANCH PHASE 3B SUBDIVISION

WHEREAS, the Final Map for the Russell Ranch Phase 3B subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Amended Vesting Tentative Subdivision Map for the subdivision; and

WHEREAS, the City Council has reviewed the Final Map for the Russell Ranch Phase 3B 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 Russell Ranch Phase 3B subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Russell Ranch Phase 3B subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Lennar Homes of California, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Russell Ranch Phase 3B subdivision.

PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

Russell Ranch Phase 3B 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", **AG Essential Housing CA 4, L.P.**, a **Delaware Limited Partnership** hereinafter referred to a "**Owner**" and **Lennar Homes of California, Inc.**, a **California Corporation** hereinafter referred to as "Subdivider".

RECITALS

- A. Owner 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. Owner is vested with fee title to the proposed subdivision of land commonly known and described as **Russell Ranch Phase 3B** and is herein referred to as the "subdivision". Owner desires Subdivider to construct on said property certain public improvements in connection with the subdivision.
- C. Owner 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 shall furnish, construct, and install at its own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **FIVE MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City’s Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
 - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
 - a. Improvement security in the sum of **FIVE MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **FIVE MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)**, 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 Owner and Subdivider shall jointly and severally 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 Owner and 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 Owner and 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, Owner and Subdivider acknowledge and agree to the provisions of this Section and that it is a material element of consideration. Owner and

Subdivider shall, at their 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. Owner/Subdivider Not Agent of City. Neither Owner or Subdivider nor any of their agents or contractors are or shall be considered to be agents of City in connection with the performance of Owner's and 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:

**Lennar Homes of California, Inc.
1025 Creekside Ridge Drive, Suite 240
Roseville, CA 95678
ATTN; Larry Gualco, Vice 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 the prevailing party 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

LENNAR HOMES OF CALIFORNIA, INC., a California Corporation

BY: _____

Print Name: _____

TITLE: _____

DATE: _____

CITY OF FOLSOM, a Municipal Corporation

Elaine Andersen
CITY MANAGER

DATE _____

ATTEST:

Christa Freemantle
CITY CLERK

DATE _____

APPROVED AS TO CONTENT:

Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

DATE _____

APPROVED AS TO FORM:

Steven Wang
CITY ATTORNEY

DATE _____

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – **Russell Ranch Phase 3B**

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 **Lennar Homes of California, 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 **Russell Ranch Phase 3B 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 MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)**, 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 **Lennar Homes of California, 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 **Russell Ranch Phase 3B 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 MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)** 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

Attach Exhibit "A"

Engineers Estimate signed and stamped by Licensed Civil Engineer

ATTACHMENT 3

Russell Ranch Phase 3B Final Map

OWNER'S STATEMENT

I HEREBY STATE THAT I AM THE ONLY PARTY HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCORPORATED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "RUSSELL RANCH PHASE 3B SMALL LOT MAP" AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY AND I CONSENT TO THE INFORMATION AND RECOMMENDATION OF THIS FINAL MAP AND OFFER FOR DEDICATION AND DO HEREBY DEDICATE AS PUBLIC RIGHT-OF-WAYS AND AS PUBLIC UTILITY EASEMENTS TO THE CITY OF FOLSOM, DENING CHICHE, PURPLE SAGE CHICHE, VALLEY TERRACE CHICHE, DENING CANYON COURT, RUSSELL COURT, ROCKY COURT, WELLY GROVE COURT, DENING CANYON DRIVE, PLEASANT HAVEN DRIVE AND ALDER CREEK PARKWAY AS SHOWN HEREON.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, STREET AND WATER LINES, AND FOR UNDERGROUND WIRE AND CABLES FOR ELECTRICAL, TELEVISION AND COMMUNICATION SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.);
2. A PUBLIC EASEMENT AND RIGHT-OF-WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OR IMPROVING THEREWITH WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.);
3. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF SIDEWALK AND PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.);
4. A PUBLIC EASEMENT FOR THE INGRESS AND EGRESS OF CITY OF FOLSOM EMERGENCY VEHICLES ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "EMERGENCY VEHICLE ACCESS EASEMENT" (E.V.A.);
5. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF UTILITY LINES, SERVICE LINES, PRESTALS AND SLABS TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR IDENTIFY AND RECEIPT OF MAIL ON, OVER AND ACROSS THOSE STRIPS OF LAND PLS (S) 4 FEET IN WIDTH CONTIGUOUS TO ALL RIGHT-OF-WAYS.

AG ESSENTIAL HOUSING CA 4 L.P.
A DELAWARE LIMITED PARTNERSHIP

BY: AGHP ASSET MANAGEMENT, LLC AN ARIZONA LIMITED LIABILITY COMPANY
AUTHORIZED AGENT

NAME: STEVEN S. BUNSON MARSHALL DATE:

NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICIAL, COMPLETELY THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTH, FAITH, ACCURACY OR VALIDITY OF THAT DOCUMENT.

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

PERSONALLY APPEARING
WHO PRESENTED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) WERE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT WHOSE/WHICH HE/SHE/IT/ THEY EXERCISED THE SAME IN HIS/HER/ITS/ 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.

NAVORS BENCHMARK-CITY OF FOLSOM

BENCHMARK "71" ELEVATION = 444.88 NAVORS
BRASS DISK STAMPED "CITY OF FOLSOM BN 71" ON THE SOUTHWEST CORNER OF THE CONCRETE FOOTING FOR A BAY WINDOW FOR SUCCESS. LOCATION OF SITE IS APPROXIMATELY 100 FEET SOUTH OF HIGHWAY 50 AND 30 FEET EAST OF THE RAILROAD TRACKS ALONG OLD PLACERVILLE ROAD. APPROXIMATE LATITUDE: 38° 54' 54" N LONGITUDE: 121° 33' 14" W
THE BASIS FOR LEVELS WERE RUN FROM COUNTY BENCHMARK LINDSEY STAMPED "7181" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

CITY ENGINEER'S STATEMENT

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

STEVEN R. GRAHN, RC# 49291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/02/2022

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "RUSSELL RANCH PHASE 3B SMALL LOT MAP" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, S 3852
CITY SURVEYOR
LICENSE EXPIRES: 6/02/2022

DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "RUSSELL RANCH PHASE 3B SMALL LOT MAP" AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHT-OF-WAYS AND EASEMENTS SHOWN HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

CHRISTA FREEMANTLE
CITY CLERK

DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____ 2021 AT _____ M IN BOOK _____ OF MAPS AT PAGE _____ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCORPORATED IN THIS MAP BEING VERIFIED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

DONNA ALFRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

BY: _____ DEPUTY

FEES: \$ _____

**FINAL MAP (PN 16-122.P3B)
RUSSELL RANCH PHASE 3B
SMALL LOT MAP**

PREPARED AND REDESIGNED BY MACKAY & SOMPS CIVIL ENGINEERS, INC. (M/S) ON THE BASIS OF THE CERTAIN FINAL MAP ENTITLED "FINAL MAP" (PN 16-122) RUSSELL RANCH - LARGE LOT MAP FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 356 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND SUBSEQUENT PLATMENTS TO THAT CERTAIN CERTIFICATE OF CORRECTION, RECORDED OCTOBER 19, 2018 AS DOCUMENT NO. 201818182020 BRING A PORTION OF SAID CERTAIN MAP TOWARD THE RUSSELL RANCH - LARGE LOT MAP.

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1211 Colusa Blvd., Suite 100, Colusa, CA 95925

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
OCTOBER 2021

SHEET 1 OF 13



FOR REVIEW ONLY

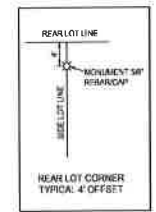
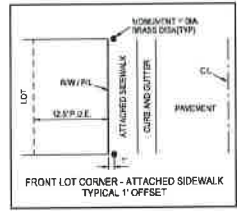
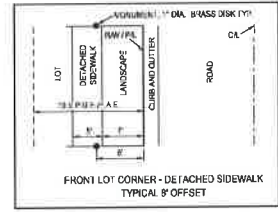
PAUL FERGUSON, JR.
P L S 9256 EXP 03-31-2022

DATE: 10-07-2021

NOTES

1. ALL CURVE DIMENSIONS ARE RADII, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
2. THIS FINAL MAP CONTAINS 5,310+ SQUARE FEET OF LANDS, CONSISTING OF 110 RESIDENTIAL LOTS AND 13 LETTER LOTS. THE RESIDENTIAL LOTS ARE NUMBERED 1-110 AND LETTERED LOTS ARE A, B, C, F, G, H, I, J, R, S, T, U AND V.
3. A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR THE RUSSELL RANCH SOUTH (INDUSTRIAL) DEVELOPMENT WAS PREPARED BY GEOTECHNICAL CONSULTING GROUP, INC. ON DECEMBER 02, 2019 AND MAY BE AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
4. ALL FRONT LOT CORNERS WILL BE SET WITH AN 8" X 20" FOOT OFFSET ON TO THE DETACHED SIDEWALK ON THE SIDE LOT LINE OR A 100" FOOT OFFSET ON TO THE ATTACHED SIDEWALK ON THE SIDE LOT LINE EXTENDED WITH A 1" DIAMETER BRASS DISK STAMPED "L.S. 2021" (SEE DETAIL THIS SHEET).
5. REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE):
 - 5.1. FOR LOTS 1 THROUGH 53 & 109 - 110 WILL BE SET WITH A 58" REAR AND "PLASTIC CAP" STAMPED "L.S. 2021".
 - 5.2. FOR LOTS 6 THROUGH 107 AND COMMON LINE OF 56B & 107A, WILL BE SET WITH A 4.00" FOOT OFFSET ON THE SIDE LOT LINE WITH A 3/8" REAR AND PLASTIC CAP STAMPED "L.S. 2021" (SEE DETAIL THIS SHEET).
6. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20250707 O.R. 086.
7. PROPERTY SUBJECT TO A PENDING SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2.
8. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 201-1 (WATER FACILITIES AND SUPPLY) PER 20191201 O.R. 091.
9. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 17 (WILLOW HILL PIPELINE) PER 20190201 O.R. 033.
10. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 22 (RUSSELL RANCH) PER 20171115 O.R. 103.
11. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - AREA WIDE IMPROVEMENTS AND SERVICES) PER 20151201 O.R. 047 AND/OR 20161109 O.R. 046.
12. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THEIR DEVELOPMENT AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN PER 20180101 O.R. 042 AND "ABANDONMENT AND ASSUMPTION AGREEMENT" RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN PER 2018 DEVELOPMENT AGREEMENT PER 20180101 O.R. 042, 20180101 O.R. 046, 20180101 O.R. 042 AND 20180101 O.R. 042 AND 20180101 O.R. 042.
13. PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA FOR 2017 O.R. 032 AND "ASSUMPTION AND ABANDONMENT AGREEMENT RELATIVE TO WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20180101 O.R. 042, 20180101 O.R. 046 & 20180101 O.R. 042 AND 20180101 O.R. 042.
14. 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. 048, 20140801 O.R. 100, AND 20141101 O.R. 060.
15. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT) PER 20101001 O.R. 061.
16. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENTS ENTITLED "AGREEMENT FOR EASE OF WAY (EASEMENT AND ACQUISITION FOR THE MAINLINE EASEMENT OF THE CAPITAL SOUTH/EAST CORRIDOR BETWEEN THE NEW HOME COMPANY, RUSSELL RANCH, LLC AND THE CAPITAL SOUTH/EAST CORRIDOR DEVELOPMENT AUTHORITY" PER 20180101 O.R. 042.
17. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS OF THE COST SHARING AGREEMENT (FOLSOM PLAN AREA PHASE 1 WATER AND SEWER IMPROVEMENTS) PER 20170417 O.R. 082.
18. PROPERTY SUBJECT TO DECLARATION OF COVENANTS AND RESTRICTIONS RECORDED JUNE 19, 2017 PER 20170610 O.R. 061.
19. PROPERTY SUBJECT TO DECLARATION OF COVENANTS AND RESTRICTIONS RECORDED MARCH 19, 2018 PER 20180319 O.R. 061, MODIFICATION RECORDED OCTOBER 26, 2018 PER 20181026 O.R. 039 AND TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL ABANDONMENT OF COVENANTS AND RESTRICTIONS RECORDED MARCH 21, 2017 PER 20170321 O.R. 048.
20. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THAT DOCUMENT ENTITLED "SUPPLEMENTAL IMPROVEMENT AGREEMENT (FOLSOM PLAN AREA - SCOTT ROAD IMPROVEMENTS) PER 2017070603.
21. PROPERTY SUBJECT TO A PRIVATE EASEMENT, TO BE RECORDED IN FAVOR OF THE RUSSELL RANCH COMMUNITY ASSOCIATION, OR, OTHER EASEMENT AND RIGHTS OF LAND SHOWN HEREON AND DEDICATED RESTRICTIVE USE EASEMENTS (RUE). THE PURPOSE OF THE EASEMENT IS TO ALLOW THE HOMEOWNER ASSOCIATION TO RELOCATE THE LANDSCAPING AND CONSTRUCTION OF ALL STRUCTURES (FOR EXAMPLE, TERRACE AND WALKWAYS) WITHIN THE EASEMENT AREA TO MAINTAIN VIEWS AND PRESERVE THE STRUCTURAL STABILITY OF ENGINEERED SLOPES.
22. THIS MERGER AND RESUBDIVISION INCLUDES LOTS 8 AND 9. PUBLIC CASEWORKS, UNRELOCABLE OFFERS OF EASEMENT AND RIGHTS OF WAY AS SHOWN ON RUSSELL RANCH LARGE LOT MAP 368 B M 1 UNLESS OTHERWISE SHOWN HEREON.
23. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT ESTABLISHING DEVELOPMENT COVENANTS, CONDITIONS AND RESTRICTIONS" EXECUTED BY AND BETWEEN THE NEW HOME COMPANY, NORTHSTAR CALIFORNIA, LLC, A SACRAMENTO LIMITED LIABILITY COMPANY, AND AG ESTATEAL, HOUSTON, CA, L.P., A DELAWARE LIMITED LIABILITY COMPANY, RECORDED DECEMBER 21, 2022, FILE NO. 2022021019 OF OFFICE RECORDED.

24. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MEMORANDUM OF OPTION AGREEMENT" EXECUTED BY AND BETWEEN AG ESTATEAL, HOUSTON, CA, L.P., A DELAWARE LIMITED LIABILITY COMPANY, AND NEW HOME OF CALIFORNIA, INC., A CALIFORNIA CORPORATION, RECORDED FEBRUARY 23, 2021, AS ON 2021022303 O.R.
25. MONUMENTS SET PER RUSSELL RANCH LARGE LOT MAP 368 B M 1 HAVE BEEN REMOVED FROM THIS MAP UNLESS OTHERWISE NOTED.
26. LOTS B, C, H, U AND V TO BE DEEDED BY SEPARATE DOCUMENT TO THE CITY OF FOLSOM.
27. LOTS 8 AND 9 SHOWN HEREON SUBJECT TO THE RUSSELL RANCH PHASE 1 FUEL MODIFICATION PLAN, PREPARED BY BRIGHTVIEW DESIGN GROUP, ON FILE IN THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
28. LOT A TO BE DEEDED TO THE RUSSELL RANCH COMMUNITY ASSOCIATION FOR A PRIVATE PARK.
29. LOTS F, G, I, J, R, S, AND T TO BE DEEDED TO THE RUSSELL RANCH COMMUNITY ASSOCIATION.
30. PURSUANT TO SECTION 6343(C) OF THE SUBDIVISION MAP ACT THE PLING OF THIS FINAL MAP SHALL CONSTITUTE ABANDONMENT OF THAT PORTION OF THE EASEMENTS LISTED BELOW NOT SHOWN HEREON THAT FALL WITHIN THE SUBJECT PROPERTY:
 - A. L.C.P.A.E.P.U.E. ALONG NORTHERLY RIGHT OF WAY LINE OF ALDER CREEK PARKWAY WITH IN LOTS 8 AND 9 PER 2018 M 1.
 - D. THE RIGHTS OF WAY OF ALDER CREEK PARKWAY LOTS 8 AND 9 PER 2018 M 1.
 - C. THE RIGHTS OF WAY OF PLEASANT RAVINE DRIVE WITH LOT 8 LOT PER 2018 M 1.
 - E. A 12' WIDE W.E. IN LOT 8 PER 2018 M 1.
 - F. A 12' WIDE W.E. IN THE SECTION OF LOT 8 AND 9M PORTION LOT 9 PER 2018 M 1.



**FINAL MAP (PN 16-122.P38)
RUSSELL RANCH PHASE 3B
SMALL LOT MAP**

MERGER AND RESUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 16-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON DECEMBER 21, 2017 IN BOOK 289 OF MAPS AT PAGE 3 SACRAMENTO COUNTY RECORDS, AMENDED PURSUANT TO THAT COUNTY CERTIFICATE OF CORRECTION RECORDED OCTOBER 19, 2018 AS DOCUMENT NO. 2018101902, BEING A PORTION OF SECTIONS 8 & 9, TOWNSHIP 9 NORTH, RANGE 3 EAST, M.D. 35A.

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OCTOBER 2021

Mackay & Somp
SURVEYING PLANNING SURVEYS
128 South 4th Street, Suite 100, Folsom, CA 95757

SHEET 2 OF 13

LEGEND

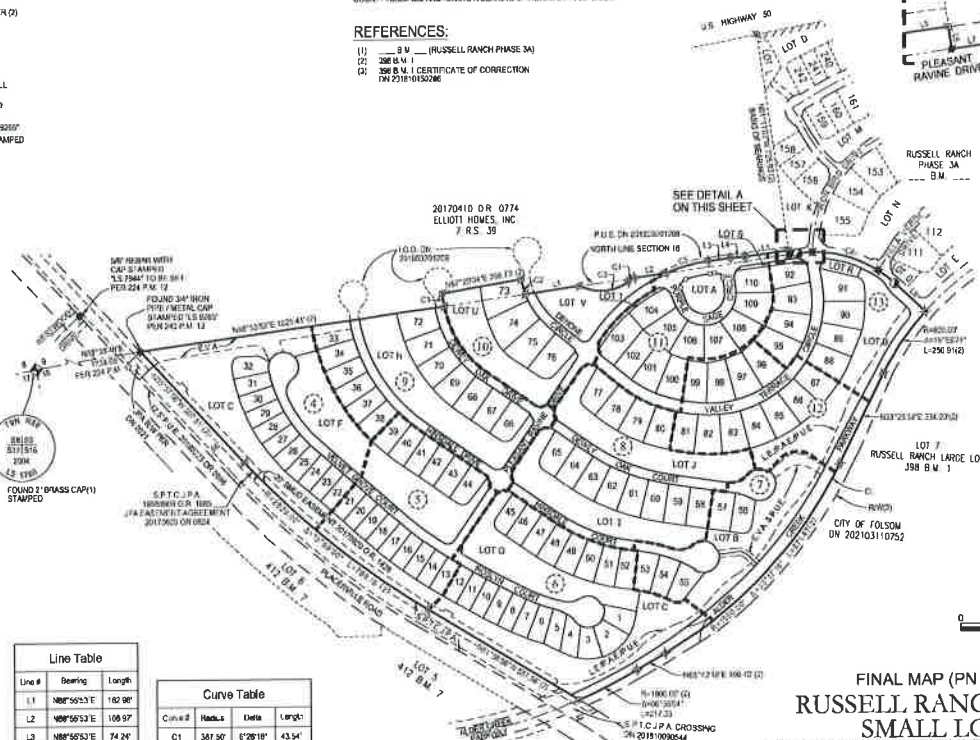
- ◆ SECTION CORNER FOUND AS NOTED
- ◆ FOUND MONUMENT AS NOTED
- ◆ STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED 'LS 7844' TO BE SET PER (2)
- ◆ 1/4" IRON PIPE STAMPED 'LS 7944' TO BE SET PER (2)
- ◆ 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED 'LS 7944' TO BE SET PER (2)
- ◆ STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED 'LS 8065' TO BE SET PER (1)
- ◆ 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED 'LS 8065' TO BE SET PER (1)
- ◆ SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED 'LS 8065'
- ◆ SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED 'LS 8065'
- ◆ SET 5/8" REBAR WITH PLASTIC CAP STAMPED 'LS 8260'
- ◆ SET 5/8" REBAR 4' OFFSET WITH PLASTIC CAP STAMPED 'LS 8260' PER NOTE 5, ON SHEET 2
- DIMENSION POINT
- () RECORD DATA PER REFERENCE
- AC ACRE
- AE ACCESS EASEMENT
- BM BENCH MARK
- BOUND BOUNDARY
- CL CENTERLINE
- DE DRAINAGE EASEMENT
- DN DOCUMENT NUMBER, D/R
- EVA EMBANKMENT VEGETATION ACCESS EASEMENT
- FEASIBLE EASEMENT OF UTILIZATION
- LE LANE EASEMENT
- (DA) DRAINAGE
- OFFICIAL RECORDS OF SACRAMENTO COUNTY
- PAE PEDESTRIAN ACCESS EASEMENT
- PUE PUBLIC UTILITY EASEMENT
- (R) RAILROAD
- RE RESERVED USE EASEMENT
- RS RECORD OF SURVEY
- RHW HIGH-TOE WAY
- SF SQUARE FEET
- SBLD SACRAMENTO MUNICIPAL UTILITY DISTRICT
- S.P.C.P.A. SACRAMENTO HIGHWAY TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
- WE WATERLINE EASEMENT
- WELL WELL
- WELL INDEX
- BOUNDARY
- LOT LINE
- CHANGELINE
- LOT LINE, FRESH OFF-WAY
- EXISTING RIGHT-OF-WAY LINE
- EXISTING 10-D LINE
- SECTION LINE
- ADJACENT PROPERTY LINE
- NON-VEHICULAR ACCESS EASEMENT
- WATERLINE
- DETAIL AREA

BASIS OF BEARINGS

THE WEST LINE OF LOTS 10 AND 11 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN LARGE LOT FINAL MAP FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 280 OF MAPS AT PAGE 3, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF N89°53'10" WEST.

REFERENCES:

- (1) 20170410 D/R 0774 (RUSSELL RANCH PHASE 3A)
- (2) 208 B.M. 1
- (3) 208 B.M. 1 CERTIFICATE OF CORRECTION PN 210105286



Line Table

Line #	Bearing	Length
L1	N89°53'51"E	182.98'
L2	N89°56'53"E	108.97'
L3	N89°56'53"E	74.24'
L4	N87°02'52"W	50.12'
L5	N89°56'53"E	148.91'
L6	N01°11'03"W	15.00'
L7	N89°56'53"E	27.90'
L8	N40°35'42"W	139.75'

Curve Table

Curve #	Radius	Delta	Length
C1	387.50'	0°28'18"	43.54'
C2	269.50'	1°59'55"	51.42'
C3	182.00'	6°37'10"	171.40'
C4	500.00'	7°03'19"	26.66'
C5	668.50'	1°38'25"	145.43'
C6	400.00'	5°28'28"	352.31'

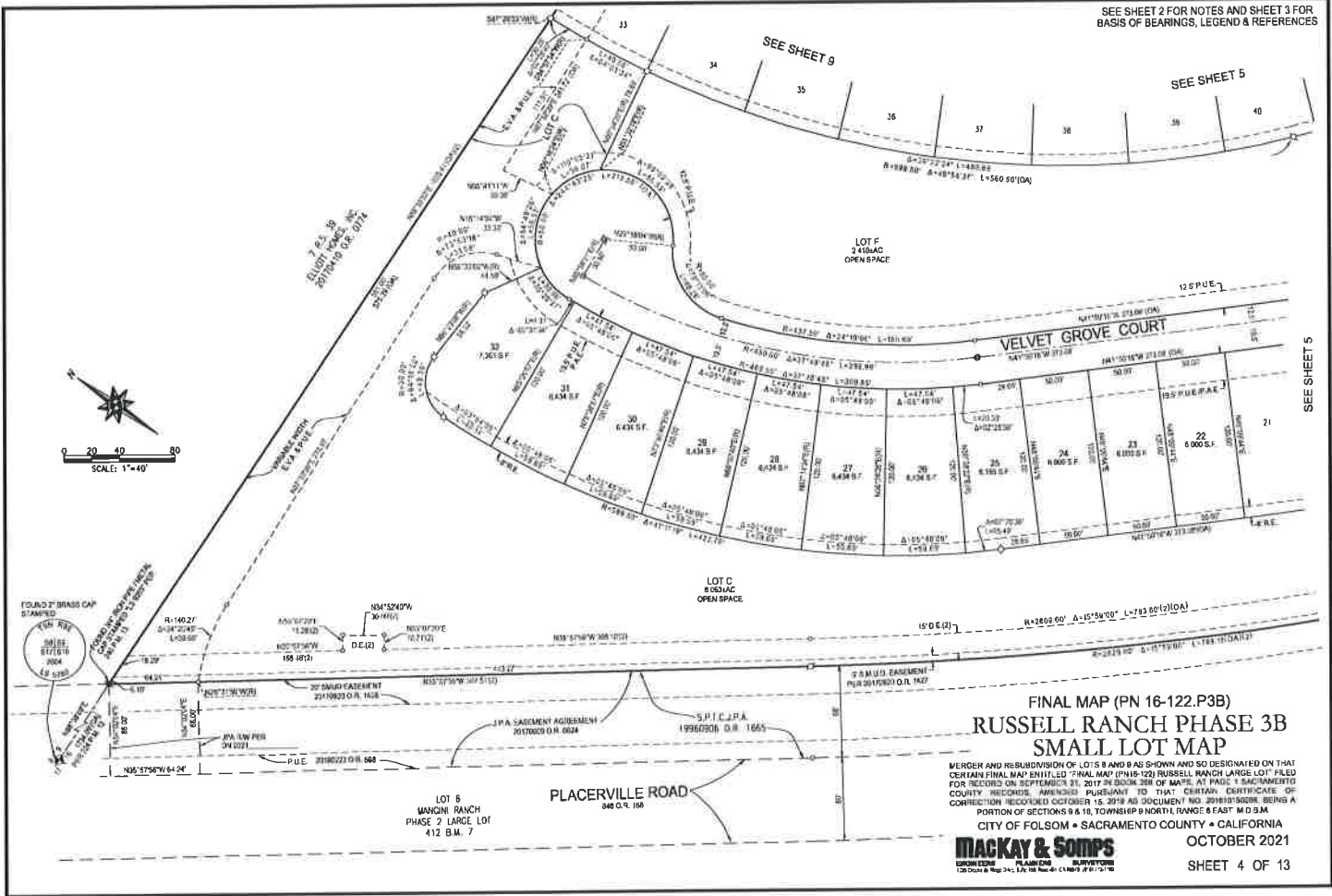
**FINAL MAP (PN 16-122.P3B)
RUSSELL RANCH PHASE 3B
SMALL LOT MAP**

MERGER AND REBUDIVISION OF LOTS 8 AND 9 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 16-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 280 OF MAPS AT PAGE 3, SACRAMENTO COUNTY RECORDS, AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 2018 AS DOCUMENT NO. 20181015286 BEING A PORTION OF SECTIONS 8 & 16, TOWNSHIP 8 NORTH, RANGE 8 EAST, MD 8M

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
Mackay & Somp
LICENSED SURVEYORS
OCTOBER 2021
SHEET 3 OF 13

SEE SHEET 2 FOR NOTES

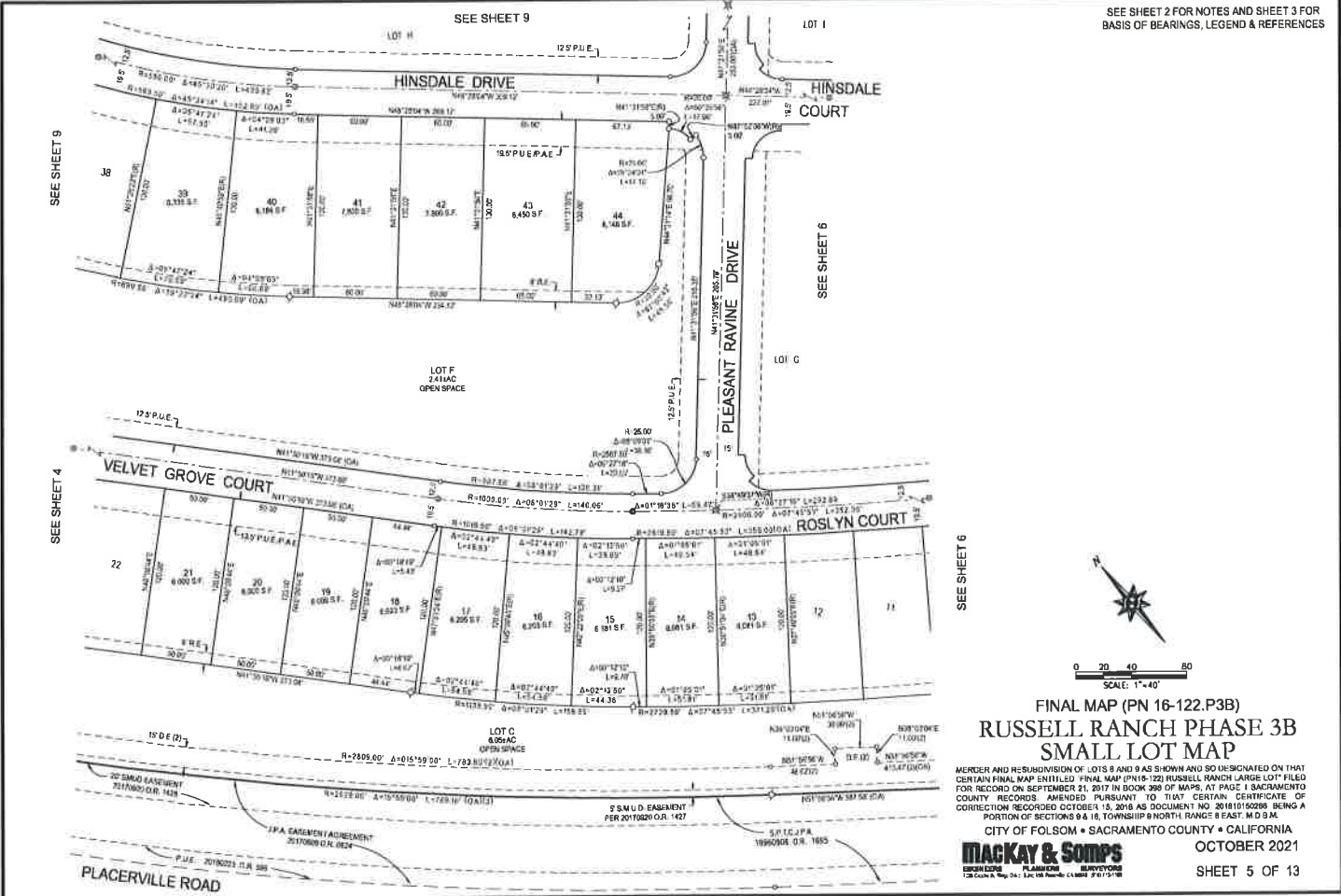
SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES



**FINAL MAP (PN 16-122.P3B)
RUSSELL RANCH PHASE 3B
SMALL LOT MAP**

MERGER AND RESUBDIVISION OF LOTS B AND B AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 16-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON SEPTEMBER 11, 2019 IN BOOK 288 OF MAPS IN PAGE 1 SACRAMENTO COUNTY RECORDS. AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 2019 AS DOCUMENT NO. 20191015006 BEING A PORTION OF SECTIONS 9 & 10, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.S.M.

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Mackay & Somp
SURVEYORS
OCTOBER 2021
SHEET 4 OF 13



SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES

SEE SHEET 9

SEE SHEET 9

SEE SHEET 6

SEE SHEET 4

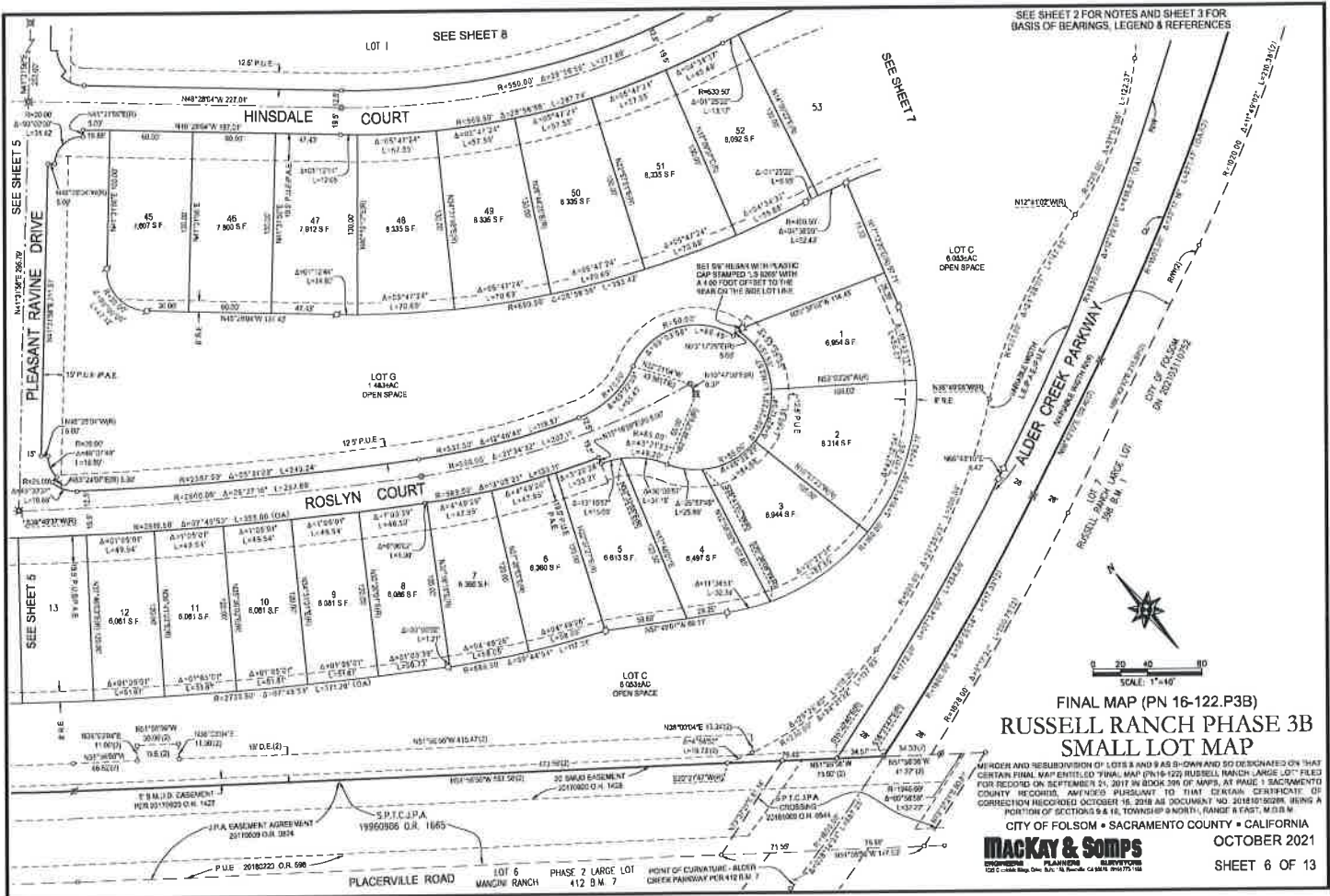
SEE SHEET 6

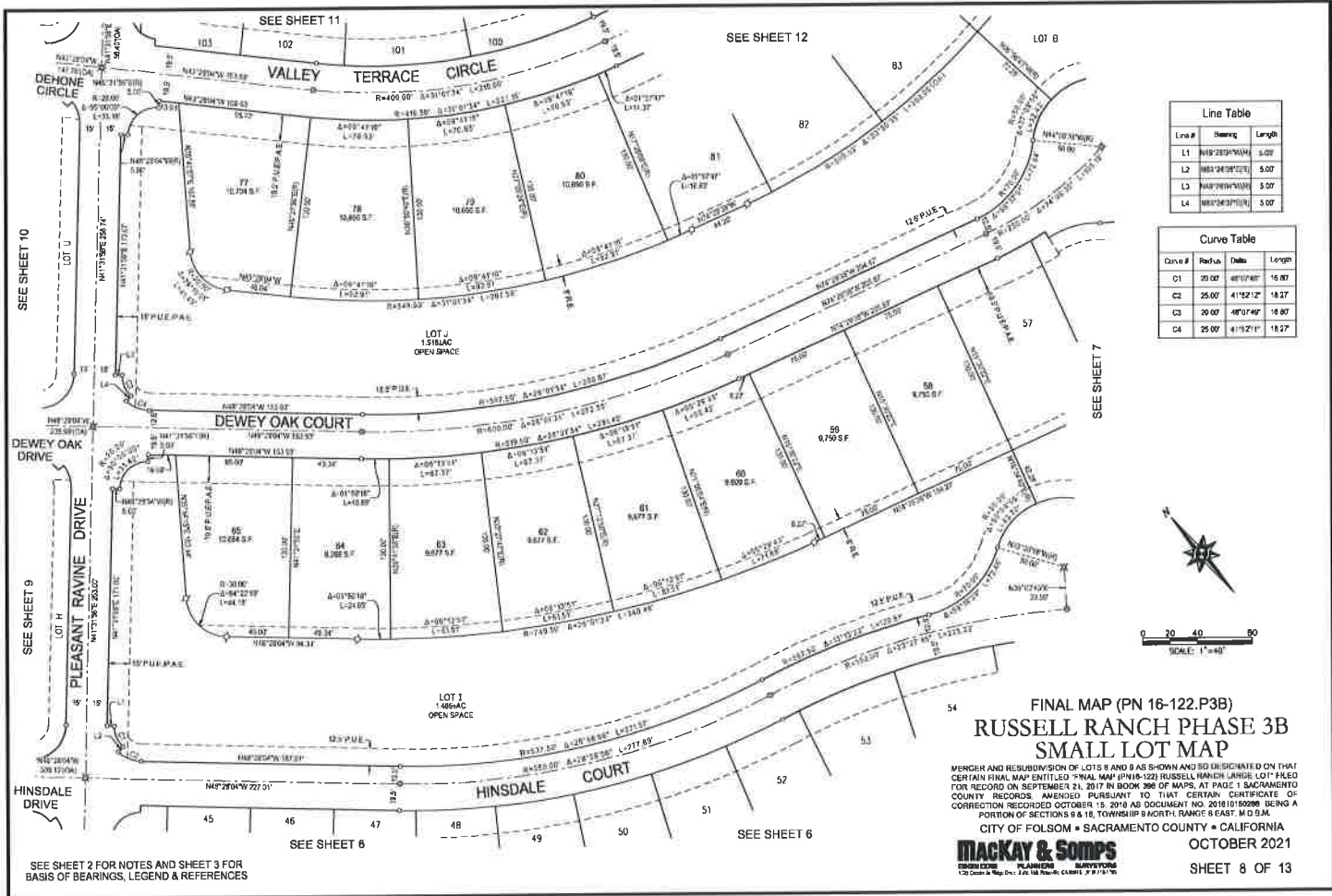


**FINAL MAP (PN 16-122.P3B)
RUSSELL RANCH PHASE 3B
SMALL LOT MAP**

MERGER AND RESUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN16-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 398 OF MAPS, AT PAGE 1 SACRAMENTO COUNTY RECORDS AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 2018 AS DOCUMENT NO. 201810150206 BEING A PORTION OF SECTIONS 9 & 18, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D. 9 & 10.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
Mackay & Samps SURVEYORS
128 Colusa, Reg. No. 574168 Records: CA-MAP 201715108
OCTOBER 2021
SHEET 5 OF 13





Line Table		
Line #	Bearing	Length
L1	N18°28'34"W	5.00'
L2	N83°24'03"E	5.00'
L3	N41°07'34"W	5.00'
L4	N18°28'34"W	5.00'

Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	48°17'48"	16.87'
C2	25.00'	41°52'12"	18.27'
C3	20.00'	48°17'48"	16.87'
C4	25.00'	41°52'12"	18.27'



0 20 40 80
SCALE: 1"=40'

**FINAL MAP (PN 16-122.P3B)
RUSSELL RANCH PHASE 3B
SMALL LOT MAP**

MEMORANDUM AND RESUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND SO INDICATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 16-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 396 OF MAPS, AT PAGE 1 SACRAMENTO COUNTY RECORDS AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 2018 AS DOCUMENT NO. 201810150288 BEING A PORTION OF SECTIONS 9 & 16, TOWNSHIP 8 NORTH, RANGE 6 EAST, M.D.S.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1320 Colton & Map Dr. • 1st Fl. • Folsom, CA 95630 • P 916.977.1510

OCTOBER 2021

SHEET 8 OF 13

SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES

SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES

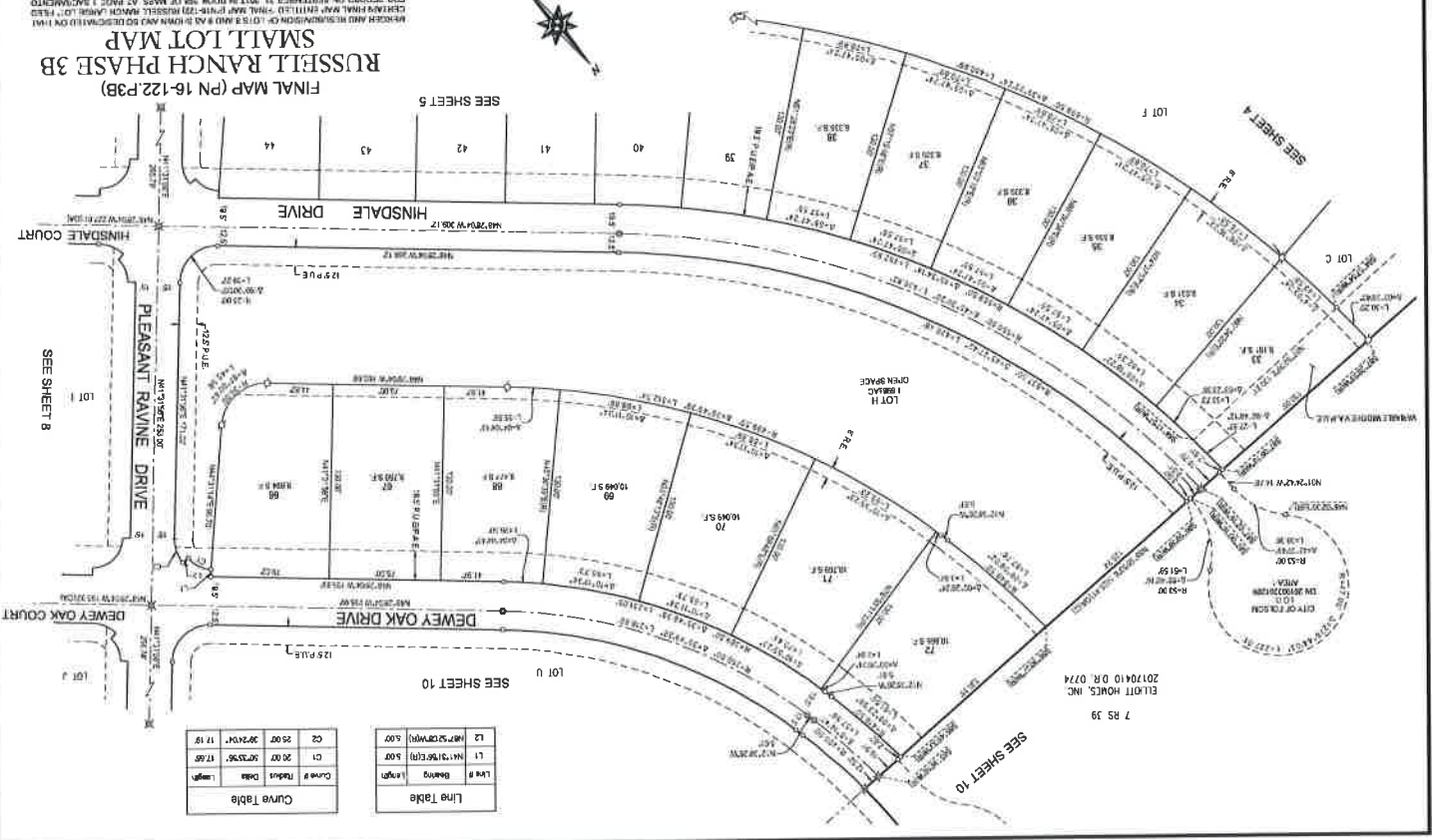
SHEET 9 OF 13
OCTOBER 2021

MACKEY & SOMPS
REGISTERED PROFESSIONAL LAND SURVEYORS
1301 S. H STREET, SUITE 200, SACRAMENTO, CA 95833

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
CONTRACT NO. 20170410 DR 0274
CONTRACT DATE 08/01/2017
CONTRACT VALUE \$1,500,000
CONTRACT TYPE RESIDENTIAL DEVELOPMENT
PROJECT NAME RUSSILL RANCH PHASE 3B
JOB NO. 20170410 DR 0274
DATE 10/15/2021
BY [Signature]

FINAL MAP (PN 16-122 PAB)
RUSSILL RANCH PHASE 3B
SMALL LOT MAP

SCALE 1"=40'



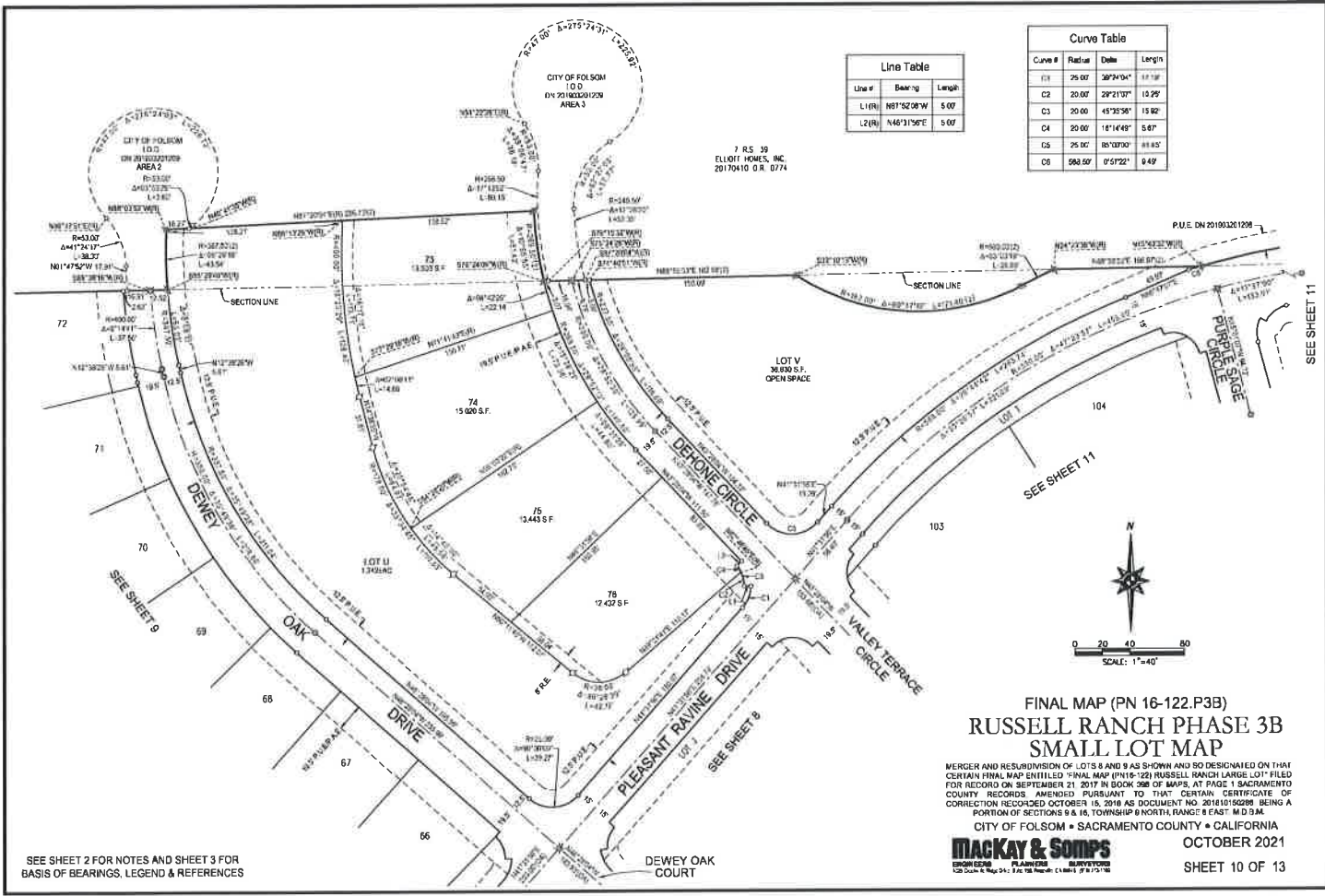
7 RS 39
ELLIOTT HOMES, INC.
20170410 DR 0274

Curve Table

Curve #	Radius	Delta	Length
C1	20.00'	207.536°	17.00'
C2	25.00'	307.215°	13.15'

Line Table

Line #	Bearing	Length
L1	N41.156°E	5.00'
L2	N87.520°W	5.00'



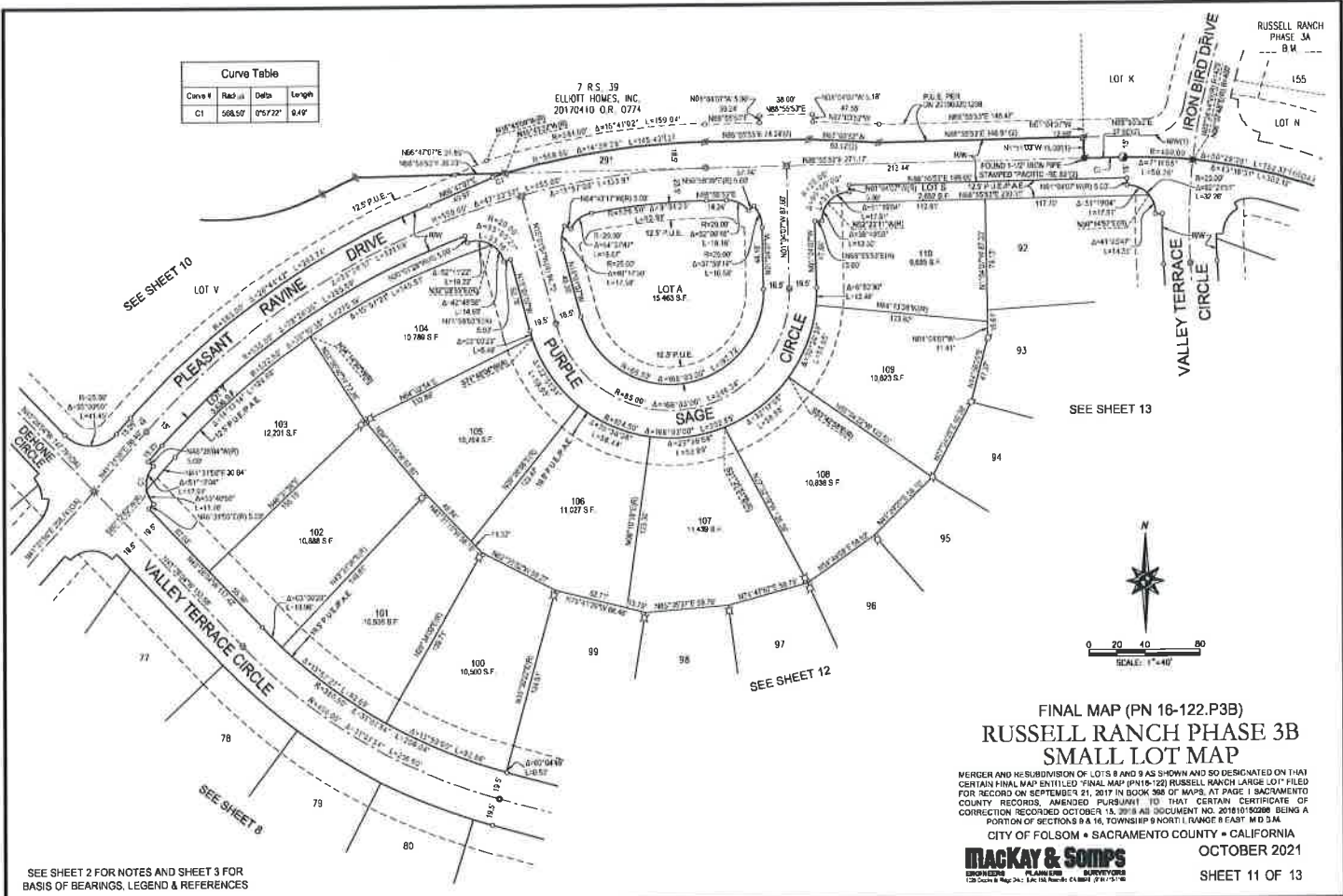
Line Table		
Line #	Bearing	Length
L1(R)	N81°52'08"W	5.00'
L2(R)	N49°31'56"E	5.00'

Curve Table			
Curve #	Radius	Delta	Length
C1	25.00'	36°24'04"	11.13'
C2	20.00'	29°21'10"	15.29'
C3	20.00'	45°35'58"	15.92'
C4	20.00'	1°14'49"	5.87'
C5	25.00'	18°10'00"	11.83'
C6	588.00'	0°57'22"	9.49'

SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES

FINAL MAP (PN 16-122.P3B)
**RUSSELL RANCH PHASE 3B
 SMALL LOT MAP**
 MERGER AND RESUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 16-120) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 288 OF MAPS, AT PAGE 1 SACRAMENTO COUNTY RECORDS AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 2018 AS DOCUMENT NO. 201810150289, BEING A PORTION OF SECTIONS 9 & 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D. 9M.
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
MacKay & Somp OCTOBER 2021
 SHEET 10 OF 13

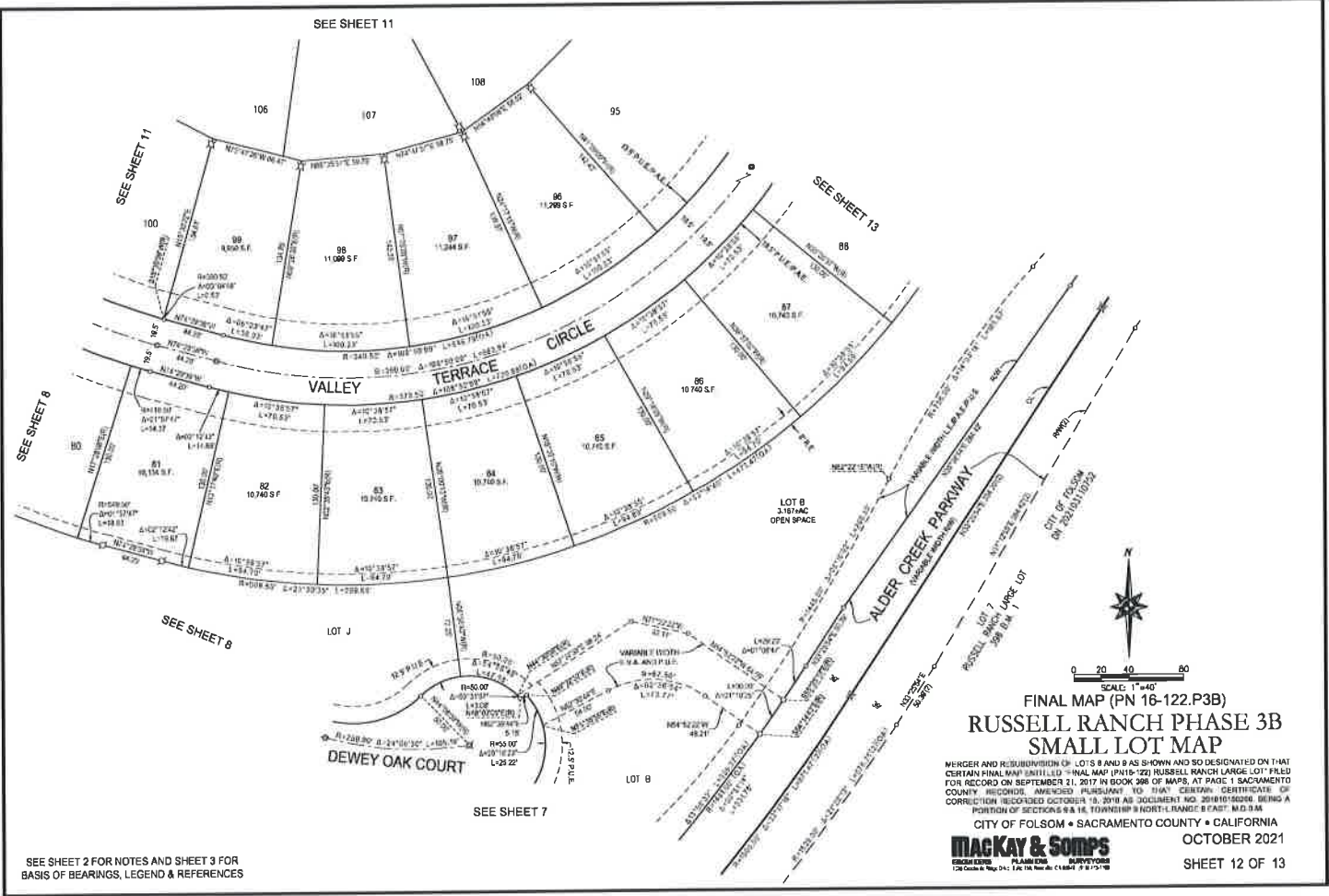
Curve Table			
Curve #	Rad. ft.	Delta	Length
C1	568.57	0°57'22"	8.49'



FINAL MAP (PN 16-122.P3B)
RUSSELL RANCH PHASE 3B
SMALL LOT MAP

MERGER AND RE-SUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 16-122) RUSSELL RANCH LARGE LOT FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 388 OF MAPS, AT PAGE 1 SACRAMENTO COUNTY RECORDS, AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 2018 AS DOCUMENT NO. 201810150098 BEING A PORTION OF SECTIONS 9 & 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, MD 3 AM.
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
MACKAY & SOMPS
 1200 Davis St. • Folsom, CA 95630
 (916) 992-1000
 OCTOBER 2021
 SHEET 11 OF 13

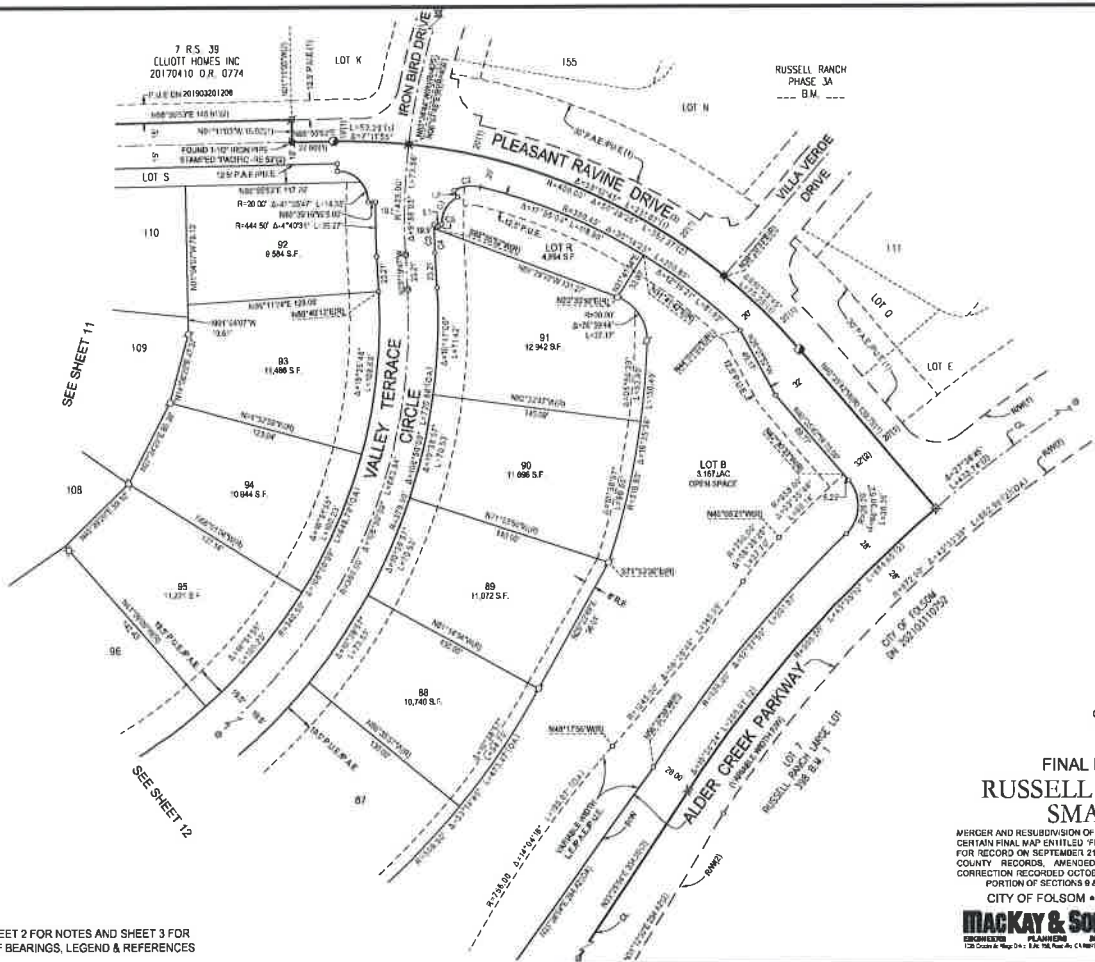
SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES



SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES

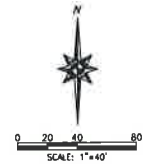
SCALE: 1"=40'
 0 20 40 80
 FINAL MAP (PN 16-122.P3B)
RUSSELL RANCH PHASE 3B
SMALL LOT MAP
 MERGER AND RE-DIVISION OF LOTS 8 AND 9 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 16-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 268 OF MAPS, AT PAGE 1 SACRAMENTO COUNTY RECORDS, AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 10, 2018 AS DOCUMENT NO. 2018100000 BEING A PORTION OF SECTIONS 9 & 16, TOWNSHIP 8 NORTH-RANGE 8 EAST, M.D. 93M
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
Mackay & Somp
 120 South H Street, Folsom, CA 95630
 (916) 451-1100
 OCTOBER 2021
 SHEET 12 OF 13

7 R.S. 3B
 CLOTT HOMES INC.
 20170410 D.R. 0774



Line Table		
Line #	Bearing	Length
L1(R)	N89°22'35"E	5.00'
L2(R)	N58°03'55"W	5.00'

Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	62°34'20"	21.84'
C2	25.00'	41°48'30"	18.24'
C3	405.50'	2°42'22"	15.15'
C4	405.50'	2°15'29"	18.09'
C5	405.50'	0°28'43"	3.15'



FINAL MAP (PN 16-122.P3B)
 RUSSELL RANCH PHASE 3B
 SMALL LOT MAP

MERGER AND RESUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND 90 DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 15-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 390 OF MAPS, AT PAGE 1 SACRAMENTO COUNTY RECORDS, AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 2018 AS DOCUMENT NO. 2018 01 00098, BEING A PORTION OF SECTIONS 9 & 10, TOWNSHIP 8 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

Mackay & Somp
 CIVIL ENGINEERS PLANNERS SURVEYORS
 1200 South 4th Street, Suite 100, Folsom, CA 95630

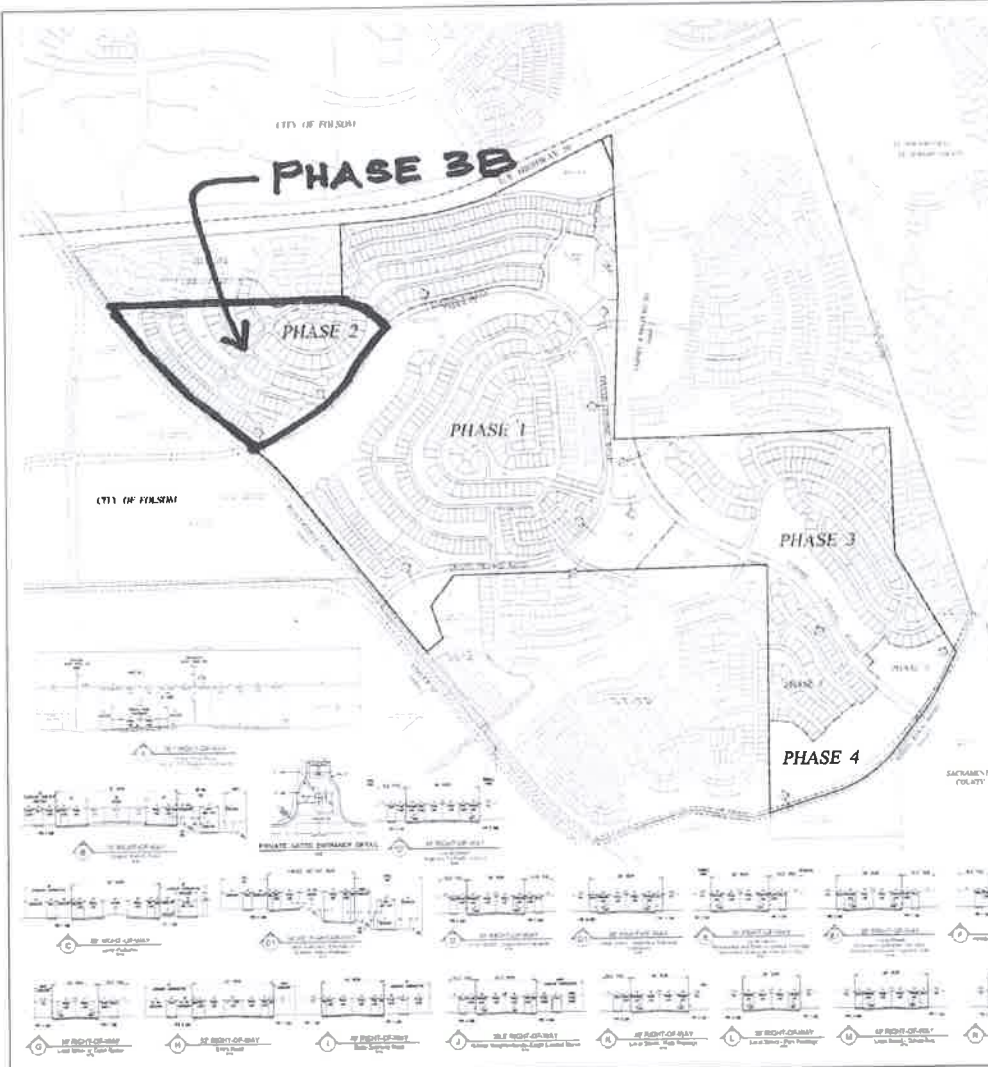
OCTOBER 2021

SHEET 13 OF 13

SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES

ATTACHMENT 4

Russell Ranch Phase 3B Amended Vesting Tentative Subdivision Map



LAND USE SUMMARY

Category	Area (Acres)	Percentage
Single-Family Residential	120.5	85.2%
Community Center	5.0	3.6%
Open Space	10.0	7.2%
Public Utility	2.0	1.4%
Other	1.5	1.1%
Total	140.0	100.0%

TENTATIVE MAP INFORMATION

Map No. 123456789
 Date of Issuance: 12/15/2023
 City of Folsom, California
 Sacramento County, California

NOTES

1. This map is a tentative map and is not intended to be used for any purpose other than to show the general location and boundaries of the lots and blocks shown hereon.
2. The boundaries shown hereon are based on the best available information and are not intended to be used as evidence of title.
3. The map is subject to the provisions of the Subdivision Map Act, Chapter 464 of the California Government Code, and the rules and regulations of the State Board of Control.
4. The map is subject to the provisions of the Subdivision Map Act, Chapter 464 of the California Government Code, and the rules and regulations of the State Board of Control.
5. The map is subject to the provisions of the Subdivision Map Act, Chapter 464 of the California Government Code, and the rules and regulations of the State Board of Control.

BENCHMARK

Station: 123456789
 Elevation: 123.45 feet

LEGEND

Symbol	Description
—	Right-of-Way
—	Proprietary
—	Other



ALTERNATIVE STREET NAMES

Proposed	Alternative
123456789	987654321

**COVER SHEET
 PHASED SMALL LOT
 VESTING TENTATIVE SUBDIVISION MAP**

Russell Ranch

123456789
 987654321

MACKAY & SOMPS
 123456789
 987654321

ATTACHMENT 5

**Table of Conditions of Approval for the Russell Ranch Phase 3B
Amended Vesting Tentative Subdivision Map**

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
1.	<p>Final Development Plans 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"> • Phased Small Lot Vesting Tentative Subdivision Map, dated May 25, 2016 • Phase 1 Lotting Plan, dated May 25, 2016 • Phase 1 Conceptual Grading Plan, dated May 25, 2016 • Phase 1 Conceptual Storm Drainage Plan dated May 25, 2016 • Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016 • Phase 1-MLD Large Lot 6 Vesting Tentative Subdivision Map dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Lotting Plan dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Conceptual Grading Plan dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Conceptual Storm Drainage Plan dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016 • Phase 3 Lotting Plan, dated March 25, 2016 	M	CD (P) (E)	<p>The Community Development Department has reviewed and approved the improvement plans and the final maps for all of the eight (8) villages in Phase 1 of the project. The approved improvement plans were in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans, and the Russell Ranch Design Guidelines.</p> <p>The final maps for the all of the eight (8) villages in Phase 1 were in substantial compliance with the approved Amended Vesting Tentative Subdivision Map.</p> <p>Phase 2 and 3 rough grading plans have been reviewed and approved by the Community Development Department. Phase 3 has been revised into Phases 3A & 3B and the improvement plans have been reviewed and approved by the Community Development Department. The final maps for the future Phase 2 subdivision will be presented to the City Council for approval in the future.</p> <p>The Phase 4 Vesting Tentative Subdivision Map was included as part of the Russell</p>	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
1. Cont.	<ul style="list-style-type: none"> • Phase 3, Conceptual Grading Plan, dated May 25, 2016 • Phase 3 Conceptual Storm Drainage Plan, dated May 25, 2016 • Phase 3 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016 • Detail Sheet Phased Small Lot dated May 25, 2016 • Phase 1 Backbone Major Infrastructure, dated May 25, 2016 • Phase 2 Backbone Major Infrastructure, dated May 25, 2016 • Phase 3 Backbone Major Infrastructure, dated May 25, 2016 • Alternative 1 Off-site Utility Connections, dated May 25, 2016 • Alternative 2 Off-site Utility Connections, dated May 25, 2016 • Alternative 3 Off-site Utility Connections, dated May 25, 2016 • Community Trail Exhibit dated May 25, 2016 <p>The amended Vesting Small Lot Tentative Subdivision Map is approved for the development of an 852 lot single family residential subdivision (Russell Ranch Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	M	CD (P) (E)	Ranch Phase 2 Vesting Tentative Subdivision Map (PN17-288) approved by the City Council on March 13, 2018. Phase 4 from the original Vesting Tentative Subdivision Map was included in this same approval and therefore no longer exists.	

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
1. Cont.	<p>The Vesting Small Lot Tentative Subdivision map shall be approved by the City Council prior to approval of any final map.</p> <p><u>No development will be allowed in Phase 4 until a Tentative Subdivision Map and Final Map for Phase 4 have been approved by the City Council.</u></p> <p><u>The Owner/Applicant shall update the Folsom Plan Area Specific Plan to include all new or modified tables, maps, text, etc. to reflect any and all modifications that will result from approval of the project. The owner/applicant shall submit an electronic version of the Specific Plan that accounts for all revisions as a result of this project to the satisfaction of the Community Development Director.</u></p> <p><u>Revision made by Staff after the 4-15-15 Planning Commission Meeting</u></p>	M	CD (P) (E)	The updated Folsom Plan Area Specific Plan has been submitted to and approved by the Community Development Director.	
2.	<p>Plan Submittal Building plans, and 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, B	CD (P) (E) (B)	Improvement plans for the Phase 3B subdivision have been reviewed and approved by the Community Development Department. Grading and construction commented in these villages in the Spring of 2021.	Yes Condition will be satisfied prior to

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
				Landscape plans for Phase 3B will be submitted for review and will be approved prior to building permit issuance in the subdivision.	building permit issuance.
3.	<p>Validity This approval of the Vesting Small Lot Tentative Subdivision Maps shall be valid for the term specified in Section 2.2 of Amendment No. 1 of the 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 for the term of the Planned Development shall track the term of the maps.</p>	OG	CD (P)	The City Council approved the Amended Vesting Tentative Subdivision Map for the Russell Ranch subdivision on March 13, 2018. With the approval and recordation of phased final maps in the subdivision and with the requirement to construction off-site improvements above the minimum threshold allowed in the Subdivision Map Act, the Russell Ranch Amended Vesting Tentative Subdivision Map has been extended and is therefore valid until March 13, 2023.	Yes
4.	<p>Indemnity for City 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</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

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
4. Cont.	<p>notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P) (E) (B) PW, PR, FD, PD		
5.	<p>Mitigation Monitoring The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Russell Ranch</p>	OG	CD (P)	The owner/applicant has funded and participated in a Mitigation Monitoring Reporting Program (MMRP) throughout the course of construction. The MMRP is being conducted by both City staff and the City's consultant, Helix.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
5. Cont.	Subdivision Initial Study and Environmental Impact Report prepared for this project 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 with a check mark (✓) in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)		
6.	Vesting Tentative Subdivision Map The tentative subdivision map is expressly conditioned upon compliance with all environmental mitigation measures.	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
7.	Phasing Plan 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	G, I, M	CDD (E), EWR, PW, FD	The owner/applicant submitted a phasing plan for Phase 3 which was reviewed and approved by the Community Development Department. All required infrastructure necessary to allow development to proceed in Phase 3B has been completed	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
7. Cont.	<p>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 emergency vehicle access and/or general traffic purposes and all off-site utilities deemed necessary as determined by the City Engineer. 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>	G, I, M	CDD (E), EWR, PW, FD	in accordance with the approved phasing plan.	

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
7. Cont.	The City will not dictate the order of the phasing except that the first phase shall build the off-site two lane access road (Easton Valley Parkway) between the project site and Scott Road and shall construct the intersections of Scott Road and Easton Valley Parkway, Old Placerville Road and EVP, Old Placerville Road and Grand Prairie Road in accordance with the project's Final Transportation Impact Study prepared by Fehr & Peers dated December 2014.	G, I, M	CDD (E), EWR, PW, FD		
POLICE/SECURITY REQUIREMENT					
8.	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 required considered : 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. (This requirement shall be included on all approved construction drawings). <ul style="list-style-type: none"> • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD	The owner/applicant provided onsite security during grading and construction and will incorporate line of sight guidelines into landscaping plans at all intersections in the Phase 3B subdivision. The Community Development Department will review and approve all landscape plans to verify compliance with this condition.	Yes Condition will be satisfied prior to issuance of a building permit.

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	Revision made at the Planning Commission Meeting on 4/15/15				
DEVELOPMENT COSTS AND FEE REQUIREMENTS					
9.	Taxes and Fees The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the PFFP and the ARDA.	OG	CD (P) (E)	The owner/applicant has paid all current taxes and fees associated with the Phase 3B subdivision.	Yes
10.	Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	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
11.	Legal Counsel 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	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 conform to this condition.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	responsible for reimbursement to the City for the services regardless of whether a deposit is required.				
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 notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, B	CD (P) (E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this Phase 3B subdivision. The City has collected deposits in advance of such work for these services.	Yes
13.	<p>FPASP Development Impact Fees</p> <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 on subsequently adopted consistent with the PFFD, 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,</p>	B	CD (P) PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
13. Cont.	<p>Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.).</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 26, 2015), or otherwise shall be governed by the terms of the ARDA if not yet adopted. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P) PW, PK		
14.	<p>Replacing Hazardous Facilities</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>	OG	CD	The Owner/Applicant will replace any damaged areas along site frontage and/or boundaries due to construction damage prior to acceptance of any of the improvements in the Phase 3B subdivision prior to acceptance of the improvements by the City.	Yes
GRADING PERMIT REQUIREMENTS					
15.	<p>Geotechnical Report</p> <p>Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.</p>	G, B	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	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
				to ensure that all recommendations of the Geotechnical report have been addressed.	
16.	Geotechnical Recommendations 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. VI-1	G	CD (E)	The owner/applicant submitted a grading plan incorporating all geotechnical recommendations for review and received approval by the City prior to commencement of grading in the Spring of 2021.	Yes
17.	Geotechnical Monitoring Program 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. VI-3	G, I	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 Youngdahl and have been provided to the City as required by the Community Development Department prior to approval of the grading plans.	Yes
18.	State and Federal Permits 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.	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
19.	SPTC-JPA Approval	G, I	CDD (E), PW	The owner/applicant has obtained a Public Utility Easements for utilities within the	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
19. Cont.	<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. <u>The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</u></p> <p>Revision made at the Planning Commission Meeting on 4/15/15</p>	G,I	CDD (E), PW	Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA). The two (2) roadway crossings (i.e. Alder Creek Parkway and Grand Prairie Road) of the SPTC-JPA corridor were reviewed and approved by the City and the SPTC-JPA prior to commencement of grading and construction in this Phase 3A subdivision.	
20.	<p><i>Off-site improvements / Rights of Entry</i> For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, 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.</p>	G, I	CD (E)	The owner/applicant obtained all Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department.	Yes

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21.	<i>Grading in Utility Easement</i> The owner/applicant shall obtain a consent agreement, letter of waiver and/or an encroachment permit from Pacific Gas & Electric, SMUD, WAPA, etc. for any proposed grading and/or construction in any existing tower line and/or underground facility easement. The owner/applicant shall provide the approved consent agreement, letter of waiver and/or encroachment permit to the City prior to approval of any grading and/or improvement plans.	G, I	CD (E)	The owner/applicant obtained an encroachment permit from the City and the SPTC-JPA for all work required in the public right-of-way and the SPTC-JPA corridor. In addition, the owner/applicant obtained all required public utility easements from both SMUD and PG & E prior to commencement of grading and construction in this Phase 3B subdivision.	Yes
21. Cont.		G, I	CD (E)		
22.	<i>Landslide /Slope Failure</i> 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.	G	CD (E)	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Youngdahl and was provided to the Community Development Department prior to commencement of grading.	Yes
23.	<i>Mine Shaft Remediation</i> The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
23. Cont.	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.	G	CD (E)		
24.	Material Storage Areas 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. 4.1.1	G	CD (P) CD (E) (B)	Construction staging areas for this subdivision were included on the grading plans approved by the Community Development Department and the staging areas are located away from biologically sensitive areas.	Yes
25.	Erosion and sedimentation control measures Erosion and sedimentation control measures shall be incorporated into all grading and/or construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u><i>Erosion and Sedimentation Control Standards and Specifications</i></u> -current edition and as directed by the Community Development Department.	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure. The erosion and sedimentation control plans are included in all of the City approved grading plans in this subdivision.	Yes

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26.	<p><i>Erosion Control Plan</i> Prior to the approval of the final facilities design, commencement of grading and/or construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G	CD (E)	<p>The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure. The erosion and sedimentation control plans are included in all of the City approved grading plans in this subdivision.</p>	Yes
26. Cont.		G	CD (E)		
27.	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i> Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of grading permits for the subdivision. 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</p>	G	CD (E)	<p>The owner/applicant has prepared an erosion and sedimentation control plan which has been approved by the City. The erosion and sedimentation control plans are included in all of the City approved grading plans in this subdivision.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
27. Cont.	<p>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 reseeding 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> <p>3A-7.3</p>	G	CD (E)		

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28.	<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. 	G	CD (E) Sacramento County	A Vector Control Plan was prepared and submitted to the City for review and was approved by the City prior to approval of the grading plans for this subdivision. 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 on file with the Community Development Department.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
28 Cont.	<ul style="list-style-type: none"> • Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> i. BMPs that would 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, larvicides, circulating water); and v. stormwater management. • Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the owner/applicant(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"> i. build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; 	G	CD (E) Sacramento County		

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28 Cont.	<ul style="list-style-type: none"> ii. perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; iii. 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; iv. coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; v. enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; vi. 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 	G	CD (E) Sacramento County		

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28. Cont.	<p>vii. 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).</p> <p>3A 8.7</p>	G	CD (E) Sacramento County		
29.	<p>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. 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 	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	<p>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</p> <ul style="list-style-type: none"> • 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; • personnel training requirements and procedures that shall be used to ensure 	G	CD (E)		

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29. Cont	<p>that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Permit; and</p> <ul style="list-style-type: none"> • 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, 	G	CD (E)		

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29. Cont	<p>trapping sediment, and enhancing filtration and transpiration.</p> <ul style="list-style-type: none"> 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. 3A 9-1</p>	G	CD (E)		
30.	<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>	G, B	CD (E)	The owner/applicant provided a preliminary drainage plan prior to approval of the Vesting Tentative Subdivision Map by the City Council. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain detention basins, control structures and	Yes

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30. Cont.	<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; 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 	G, B	CD (E)	ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan	

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30. Cont.	<p>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> <ul style="list-style-type: none"> i. Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; ii. 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; iii. Minimize slope differences between any stormwater or detention facility 	G, B	CD (E)		

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30. Cont.	<p>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). 3A 9-2</p>	G, B	CD (E)		
31.	<i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i>	G	CD (E)	The Owner/Applicant is in compliance with the Storm Water Pollution Prevention Plan	Yes

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31. Cont.	<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 postdevelopment 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, 	G	CD (E)	(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.	

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31. Cont.	<p>household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none"> • A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. • LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> 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</p>	G	CD (E)		

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31. Cont.	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. 3A 9-3				
BIOLOGICAL RESOURCE REQUIREMENTS					
32.	<p>Plant Surveys</p> <p>The owner/applicant shall retain a qualified biologist/botanist to consult with the appropriate regulatory agencies (California Department of Fish and Wildlife and United States Fish and Wildlife Service) to determine if additional plant surveys are required. Written results of the consultation efforts shall be provided to the Folsom Community Development Department. If the regulatory agencies (California Department of Fish and Wildlife and United States Fish and Wildlife Service) determine additional plant surveys are required, the following shall be implemented:</p> <ul style="list-style-type: none"> The owner/applicant shall retain a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for all potentially occurring species in all areas that have not previously been surveyed for special-status plants. If special-status plants are not found during focused surveys, the botanist shall document the findings in a letter report to 	G	CD (E) (P) California Department of Fish and Wildlife United States Fish and Wildlife Service	ECORP Consulting, Inc. conducted protocol-level special status plant surveys. No special status plant species, federally or state listed were recorded during the early or late season surveys within the project site. A notice of survey completion was submitted to the City and the appropriate State and Federal agencies on October 20, 2016. Survey results were also included in the CDFW 1602 application. All required surveys were completed in accordance with this condition prior to commencement of grading in the Phase 3B subdivision.	Yes

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32. Cont.	<p>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> <ul style="list-style-type: none"> • 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. • 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 	G	CD (E) (P) California Department of Fish and Wildlife United States Fish and Wildlife Service		

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
32. Cont.	<p>the City of Folsom for review and approval prior to the issuance of a grading permit. It shall be submitted concurrently to California 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> <ul style="list-style-type: none"> 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, 	G	CD (E) (P) California Department of Fish and Wildlife United States Fish and Wildlife Service		

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32. Cont.	<p>monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</p> <ul style="list-style-type: none"> 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>4.3-1</p>	G	<p>CD (E) (P) California Department of Fish and Wildlife</p> <p>United States Fish and Wildlife Service</p>		
33.	<p>Conduct Environmental Awareness Training for Construction Employees</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</p>	G	CD (E)	<p>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. A training video was provided for subsequent training of new employees. Employees that completed training were supplied a completion sticker to display on their hard hats.</p>	Yes

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33. Cont.	<p>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> <p>4.3-3a</p>	G	CD (E)		

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34.	<p><i>Western Spadefoot Toad</i> The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for Western spadefoot toad within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no Western spadefoot toad individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to California Department of Fish and Wildlife and the City of Folsom, and no further mitigation shall be required.</p> <p>If Western spadefoot toad individuals are found, the qualified biologist shall consult with California Department of Fish and Wildlife to determine appropriate avoidances measures. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations. 4.3-3b</p>	G	CD (E) (P) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction surveys for this species. No spadefoot toads were documented during the surveys. Survey results were submitted to CDFW and verified by the City and the City's environmental consultant prior to the commencement of grading.	Yes

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35.	<p><i>Western Pond Turtle</i> The owner/applicant(s), shall retain a qualified biologist to conduct a preconstruction survey for Western pond turtle within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no western pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to California Department of Fish and Wildlife and the City, and no further mitigation shall be required. If western pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.</p>	G	CD (E) (P) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction surveys for this species within all suitable habitat. No western pond turtles were found during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading and construction.	Yes
36.	<p><i>Swainson's Hawk Nesting Habitat</i> A qualified biologist shall be retained by the owner/applicant to conduct preconstruction surveys and to identify active Swainson's Hawk nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of grading and construction. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk</p>	G	CD (P) (E) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction surveys for Swainson's hawks. No active nests were observed during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the Phase 3B subdivision.	Yes

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36. Cont.	<p>Technical Advisory Committee 2000) 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> <p>4.3-5a</p>	G	CD (P) (E) California Department of Fish and Wildlife		

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37.	<p><i>Swainson's Hawk Habitat</i> Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the owner/applicant shall secure suitable Swainson's Hawk foraging habitat to ensure 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>	G	CD (P) California Department of Fish and Wildlife	The owner has secured and recorded a Conservation Easement on a City approved Swainson's hawk foraging habitat mitigation site in Sacramento County. The foraging site was approved in advance by the CDFW. A copy of the recorded easement is on file with the Community Development Department.	Yes

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37. Cont.	<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 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</p>	G	CD (P) California Department of Fish and Wildlife		

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37. cont.	<p>mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and California Department of Fish and Wildlife.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and California Department of Fish and Wildlife. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p> <p>4.3-5b</p>	G	CD (P) California Department of Fish and Wildlife		

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38.	<p><i>Burrowing Owl</i> A qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active Burrowing Owl burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of grading and construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with California Department of Fish and Wildlife. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>4.3-6 a/b</p>	G	CD (P) (E) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction nesting raptor surveys, including burrowing owls. No burrowing owl nesting activity was observed during any of the surveys. Results of the surveys were submitted to the CDFW and the City prior to commencement of grading in the Phase 3B subdivision.	Yes

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39.	<p><i>Tri Colored Blackbird</i></p> <p>The owner/applicant shall retain a qualified biologist 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 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 California Department of Fish and Wildlife. 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>4.3-7</p>	G	CD (P) (E) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction nesting bird surveys for tricolored blackbird. No tricolored blackbird nesting colonies were observed during these surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the Phase 3B subdivision.	Yes

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40.	<p><i>Nesting Raptors</i> To mitigate impacts on nesting raptors, a qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development</p> <p>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest. 4.3-8a</p>	G	CD (P) (E) California Department of Fish and Wildlife	ECORP Consulting, Inc. conducted preconstruction nesting raptor surveys, one red-tail hawk was observed nesting within the project footprint area. A 100-foot buffer was established in coordination with CDFW. The nest was monitored until the nest became inactive. Survey and monitoring results were submitted to CDFW.	Yes

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41.	<p><i>Other Nesting Special-Status and Migratory Birds</i> The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31).The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>4.3 8b</p>	G	CD (P) CD (E)	ECORP Consulting, Inc. conducted preconstruction nesting bird surveys within the project area. A cliff swallow colony was observed under the Highway 50 overpass. A 25-50-foot buffer was established in consultation with CDFW and the colony was monitored to assess impacts. Survey and monitoring logs were submitted to CDFW. No other nesting activity was recorded during the preconstruction surveys.	Yes

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42.	<p>American Badger The owner/applicant(s) shall retain a qualified biologist to conduct preconstruction American badger burrow surveys within 48 hours of the initiation of construction activity. If no American badger burrows are found during the preconstruction survey, the biologist shall document the findings in a letter report to California Department of Fish and Wildlife and the City of Folsom, and no further mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with California Department of Fish and Wildlife to determine appropriate measures. 4.3-10</p>	G	CD (P) CD (E)	ECORP Consulting, Inc. conducted preconstruction den surveys for American Badger activity within the project area. No American Badger activity/burrows were observed during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the Phase 3A subdivision.	Yes
43.	<p>Valley Needlegrass Prior to ground-breaking activities including grading or construction, high visibility construction fencing should be placed around all Valley needlegrass grassland to be preserved. The construction fencing should not be removed until completion of construction activities.</p> <ul style="list-style-type: none"> • All Valley needlegrass grassland areas slated for removal should be replaced at a 1:1 acreage on-site within the preserve areas. • Needlegrass plants in areas slated for removal should be salvaged, to the extent feasible, and replanted within the preserve areas. If this is infeasible, then 	G	CD (P) (E) California Department of Fish and Wildlife	A Valley Needlegrass Mitigation Plan (Plan) was submitted and approved by the City. Valley Needlegrass impacts (0.049-ac) for this project were mitigated by transplanting the needlegrass plants into approved Open Space areas, per the Plan. The needlegrass plants transplant took place on April 24 and 25, 2017 by SMP eco services.	Yes

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43. Cont.	<p>seedlings/saplings from a local nursery should be obtained.</p> <ul style="list-style-type: none"> A mitigation plan outlining methods to be used, success criteria to be met, and adaptive management strategies will be completed prior to project construction. At a minimum, unless agreed upon otherwise with regulatory agencies, the Valley needlegrass grassland creation areas shall be monitored twice annually for the first year and once annually for the four subsequent years for a total of five years; success criteria shall be established to ensure an 80 percent success rate is met by the fifth year, and adaptive management techniques shall be implemented to ensure that the 80 percent success rate is met by the fifth year or as otherwise agreed upon in consultation with California Department of Fish and Wildlife. This plan may be combined with the Operations and Management Plan for the open space preserves. <p>4.3-11c</p>	G	CD (P) (E) California Department of Fish and Wildlife		

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44.	<p>Water Quality Certification 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 <u>pursuant to the permit conditions.</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	G, I	CD, PW	The owner/applicant obtained a Section 401 Water Quality certification for the backbone and project specific improvements. All required measures, including mitigation for Waters of the State were purchased and implemented prior to construction. Required reports and proof of compliance have been submitted to all applicable agencies.	Yes
45.	<p>Clean Water Act Sections 401 and 404 Permits Before 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 <u>(or lesser distance as approved by the applicable agencies)</u> of Waters of the U.S. or wetland habitats, including Waters of the State, that potentially support federally-listed species, or</p>	G, I	CD (P) (E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board	The owner/applicant obtained the 401 Certification from the Regional Water Board and the 404 individual permit and grading authorization from the U.S. Army Corps of Engineers for the Backbone improvements and project specific improvements prior to implementing ground disturbing activity. All wetland mitigation credits were purchased prior to construction and additional permit conditions were met prior to ground breaking activities and submitted to the applicable agencies. Compliance reports are on file with the Community Development Department.	Yes

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45. Cont.	<p>within 100 feet <u>(or lesser distance as approved by the applicable agencies)</u> 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 buffer 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>	G, I	CD (P) (E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board	The 401 Water Quality Certification was issued Jun. 3, 2015 and the 404 permit was executed Oct. 8, 2015. Compliance of 404 permit conditions was accomplished by mitigating impacts to Waters of the U.S via purchasing floodplain mosaic wetland and floodplain riparian preservation credits from Westervelt and vernal pool creation credits from Toad Hill Mitigation Bank. Compensatory mitigation was approved by USACE on Apr. 10, 2017. Also, preservation of on-site Waters of the U.S. was included in the Conservation Area within the project, which will be managed in accordance with the FPA Operations and Management Plan dated Jun 9, 2017 and approved by the USACE Jun. 13, 2017.	

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45. Cont.	<p>All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p> <p>4.3-11 a</p>	G, I	<p>CD (P) (E) United States Army Corps. Of Engineers</p> <p>Central Valley Regional Water Quality Control Board</p>		
46.	<p>Master Streambed Alteration Agreement 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>	G	<p>CD (P) (E) California Department of Fish and Wildlife</p>	<p>A Master Streambed Alteration Agreement was issued for FPASP in Feb. 2014 that includes the Russell Ranch subdivision. A sub-notification for the Russell Ranch subdivision was submitted to CDFW and approved on Mar 8, 2017. Compliance of sub-notification conditions was accomplished by mitigating streambed impacts through purchase of floodplain riparian preservation credits and mitigation for loss of blackbird foraging habitat through habitat creation at the Folsom Heights Preserve.</p>	Yes

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46. Cont.	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. 4.3-11.b.	G	CD (P) (E) California Department of Fish and Wildlife		
47.	<i>Comply with the First Amended Programmatic Agreement and Carry Out Mitigation</i> Proof of compliance with the applicable procedures in the FAPA and implementation of applicable historic property treatment plan (HPTP) (Westwood and Knapp 2013b and 2013c) with regard to mitigation for the Keefe-McDerby Mine Ditch and Brooks Hotel Site shall be provided to the City's Community Development Department prior to authorization of any ground disturbing activities in any given segment of the project area. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of	G	CD (P) USACE NPS	The US Army Corps of Engineers approved the mitigation documentation for the Keefe—McDerby Mine Ditch on August 26, 2015, and the documentation was approved by the National Park Service on November 9, 2015. Copies of the approval letters and the documentation are on file with the Community Development Dept. The US Army Corps of Engineers approved the data recovery report for the Brooks Hotel site on March 30, 2015. A copy of the report and the approval letter are on file with the Community Development Department.	Yes

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47. Cont,	<p>an approved HPTP and includes the following mitigation actions:</p> <ul style="list-style-type: none"> Historic American Engineering Record Documentation of the Keefe-McDerby Mine Ditch (P-34-1475): <p>In order to determine the appropriate level of documentation necessary, the USACE shall first consult with the National Park Service (NPS), which administers the Historic American Engineering Record (HAER) program. Consultation with the NPS will be initiated through the submission of the Department of Parks and Recreation (DPR) site record and copies of applicable technical reports with a request for review and issuance of a stipulation letter. Unless an objection to the requirements of the stipulation letter is expressed and resolved through the process outlined in the FAPA, the level of documentation stipulated by the NPS shall be implemented and all documentation will be approved by the USACE and NPS prior to ground-disturbing activities affecting the resource, or as governed by the permit conditions. Focused archival research conducted as part of the HAER documentation shall be incorporated into the</p>	G	CD (P) USACE NPS	<p>The US Army Corps of Engineers further verified that all pre-construction requirements under the First Amended Programmatic Agreement were completed to its satisfaction on February 16, 2017. The California State Historic Preservation Officer concurred with this finding on March 24, 2017. A copy of these letters are on file with the Community Development Dept.</p> <p>All ground disturbing activities in the areas that required geoarchaeological monitoring were monitored by a qualified geoarchaeologist. No resources were found during monitoring. A copy of the monitoring report is on file with the Community Development Dept.</p>	

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47. Cont.	<p>revised cultural context statement for the SPA through the Historic Property Management Plan. A non-archival set of the final documentation shall be submitted to the City's Community Development Department.</p> <ul style="list-style-type: none"> • Data Recovery Excavations of the Brooks Hotel Site (P-34-2166): <ul style="list-style-type: none"> i. Data recovery shall follow the standards and guidelines in the HPTP and shall include at least four one meter by one meter excavation units. The results of the data recovery, including results of excavation, laboratory analysis, artifact analysis, and archival research, shall be documented in a confidential data recovery technical report, which shall be submitted to the City's Community Development Department. • Geoarchaeological Monitoring: <ul style="list-style-type: none"> ii. Due to a potential for deeply buried archaeological resources down to a depth of 1.5 meters (approximately five feet) below soil formations known as the T-2 	G	CD (P) USACE NPS		

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47. Cont.	<p>terrace, where colluvial deposits grade onto the T-2 terrace, and along the distal edge of tributary alluvial fans, all ground disturbing activity in those areas shall be monitored by a qualified professional archaeologist with a specialization in geoarchaeology. Once subsurface disturbance extends beyond 1.5 meters below surface, monitoring is no longer needed.</p> <p>4.4-1</p>	G	CD (P) USACE NPS		
48.	<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</p>	G	CD (P) (E) USACE	<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 Dept.</p> <p>No cultural materials were discovered during ground-disturbing activities.</p>	Yes

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48. Cont.	<p>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 CRHR and the 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 FAPA 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> <p>4.4-2a</p>	G	CD (P) (E) USACE		

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49.	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i> 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, 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>	OG	CD (P) (E) Sacramento County Coroner Native American Heritage Commission	No human remains were discovered during the course of grading and construction.	Yes

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49. Cont.	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). 4.4-2b	OG	CD (P) CD (E) Sacramento County Coroner Native American Heritage Commission		
50.	<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> Before the start of any earthmoving activities, the owner/applicant(s) 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.	G	CD (E) (P)	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel, which included training about the procedures for unanticipated discoveries of paleontological resources. A copy of the training video and attendance records are available from the Community Development Dept. No paleontological materials were discovered during ground-disturbing activities.	Yes

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50. Cont.	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(s) 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. 4.4-3	G	CD (E) (P)		
51.	100 Year Flood Plain Boundary 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	G, I	CD (E), PW	The City and Owner/Applicant submitted a CLOMR/LOMR application and received approval from FEMA on September 20, 2017.	Yes

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51. Cont.	<p>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 	G, I	CD (E), PW		

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51. Cont,	<p>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.</p> <ul style="list-style-type: none"> • 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		
52.	<p>Naturally Occurring Asbestos 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</p>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District	The owner/applicant retained a Certified Geologist with Youngdahl & Associates to prepare an Air Quality Management Plan. The Air Quality Management Plan was approved by the SMAQMD prior to commencement of grading in the Phase 3B subdivision.	Yes

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52. Cont.	<p>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, except for those areas previously explored and sampled for Naturally Occurring Asbestos as part of the Geotechnical Engineering Study for Russell Ranch South prepared by Youndahl Consulting Group, Inc. in December 2013. 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>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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52. Cont.	<p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal.</p> <p>The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another</p>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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52. Cont.	material (e.g., cinder or rubber), subject to review and approval by the City Engineer. 4.2-3	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		
53.	<p><i>Pay Off-Site Mitigation Fee to Sacramento Metropolitan Air Quality Management District to Off-Set NOX Emissions Generated by Construction of Off and On-Site Elements.</i></p> <p>The owner/applicant(s) shall pay Sacramento Metropolitan Air Quality Management District a mitigation fee for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, the City and the owner/applicants shall establish the phasing by which development would occur, and the owner/applicants shall develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the owner/applicant(s) in consultation with Sacramento Metropolitan Air Quality Management District staff before the approval of grading plans by the City. The owner/applicant(s) for all project phases shall pay into Sacramento Metropolitan Air Quality Management District's mitigation fund to further</p>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District	The owner/applicant has coordinated with and paid all required mitigation fees to the SMAQMD.	Yes

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53. Cont.	mitigate construction-generated emissions of NOX that exceed Sacramento Metropolitan Air Quality Management District 's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by Sacramento Metropolitan Air Quality Management District at the time the calculation and payment are made. The determination of the final mitigation fee shall be conducted in coordination with Sacramento Metropolitan Air Quality Management District before any ground disturbance occurs for any project phase. 3A 2-1b 3A 2-1g	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		
54.	Basic Construction Emission Control Practices 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.	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District	The grading and improvement plans for the Phase 3B project 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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54. Cont	<p>The following shall be noted on Grading Plans and building construction plans:</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. Use wet power vacuum street sweepers to remove any 	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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54. Cont.	<p>visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</p> <ul style="list-style-type: none"> • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. 	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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54. Cont.	<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. <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 	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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54 Cont.	<p>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> <p>Enhanced Exhaust Control Practices The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District , demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</p> <p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality</p>	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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54 Cont.	<p>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,</p>	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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54. Cont.	<p>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> <ul style="list-style-type: none"> If at the time of 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 	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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54. Cont.	<p>determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District.</p> <p>3A 2-1a 3A 2-1d 3A 2-1f</p>	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		
55.	<p>Traffic and Parking Management Plan 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. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> • Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns. • Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. • Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and 	G	CD (E), PW	The owner/applicant submitted a joint traffic management plan that was reviewed and approved by the City Engineer prior to commencement of grading and construction and is on file at the Community Development Department.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
55. Cont.	<p>posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.</p> <ul style="list-style-type: none"> 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. <p>4.8-1</p>	G	CD (E), PW		
56.	<p>Prepare fuel modification plan (FMP). 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. (Fire)</p> <p>The owner/applicant shall agree to be responsible for the long-term maintenance of the Fuel</p>	M	CD (P) FD	The owner/applicant submitted the required Fuel Modification Plan to the City Fire Department for review and approval. A copy of the approved Fuel Modification Plan is on file with the Fire Department and the Community Development Department.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
56. Cont.	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.	M	CD (P) FD		
57.	<p>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</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. 	G	CD (P) CD (E) (B)	The owner/applicant has included these practices and rules in the City approved 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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
57. Cont.	<ul style="list-style-type: none"> • All construction equipment and equipment staging areas 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). • 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 	G	CD (P) CD (E) (B)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
57. Cont.	<p>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.</p> <ul style="list-style-type: none"> • 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 	G	CD (P) CD (E) (B)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
57. Cont.	sensitive receptors from construction noise. 3A 11-1	G	CD (P) CD (E) (B)		
58.	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</p> <p>Prior to construction of 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. 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</p>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District	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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
58. Cont.	<p>would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the owner/applicant(s) 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). 3A 2-1h</p>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
59.	<p><i>Animal Barrier</i> To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist's recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding ¼-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)	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
60.	<p><i>Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for All On-Site and Off-site Elements East of Old Placerville Road.</i> Prior to the commencement of grading and construction activities east of Old Placerville Road, the owner/applicant(s) for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic</p>	G	CD (E)	The owner/applicant submitted a Seismic Refraction Survey prepared by a licensed geotechnical engineer with Youngdahl & Associates to the City prior to commencement of grading and construction in the Phase 3B subdivision. The Seismic Refraction Survey is on file with the Community Development Department. Compliance has been	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
60. Cont.	<p>refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the owner/applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties). 3A 7-4</p>	G	CD (E)	monitored through construction inspection.	
IMPROVEMENT PLAN REQUIREMENTS					
61.	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	G, I	CD (E)	The owner/applicant included all of the required record information for rights-of-entry, public easements, etc. on the approved grading and improvement plans for all villages in the Phase 3B subdivision. The City verified compliance prior to approval of the grading and improvement plans.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
61. Cont.	all grading and/or improvement plans prior to plan approval.	G, I	CD (E)		
62.	<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 	I, B	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. The Lighting Plan was reviewed and approved by the City prior to improvement plan approval. A copy of the lighting plans are available at the Community Development Department	Yes

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62. Cont.	landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. 4.1-2	I, B	CD (P)		
63.	The owner/applicant shall provide an asphalt concrete (AC) maintenance road (minimum 12 feet wide) which extends from Scott Road to the future sanitary sewer lift station on the proposed future extension of Easton Valley Parkway. The AC maintenance road shall be designed to meet City standards for utility vehicle loads including, but not limited to, tractor trucks, fire vehicles and fire apparatus and other maintenance vehicles.	G, 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 forced main extension to US Highway 50. The City has accepted the maintenance road for operations and maintenance.	Yes
64.	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> .	I	CD (P) CD (E)	The owner/applicant submitted grading and improvement plans prepared in accordance with the City's Standard Specifications. The City has approved all of the improvement plans for the Phase 3B subdivision.	Yes
65.	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	I	CD (E)	The owner/applicant has installed all sewer and water infrastructure within public street rights of way and public water and sewer main easements. The outfall trunk sewer line has been installed within public easements and/or planned public right of way within future public streets.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
65. Cont.	public water or sewer line along the entire water and/or sewer line alignment. The water and sewer system mains shall be publicly owned and maintained within any street and public water and sewer main easements shall be provided. The domestic water and irrigation system shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u> .	I	CD (E)		
66.	The owner/applicant shall design and construct the off-site trunk sewer main as shown in Alternative 3 attached to the vesting tentative subdivision map. <u>Owner/applicant may propose an alternative alignment for routing the sewer backbone infrastructure in conformance with the Wastewater Master Plan Update, with approval of this alternative alignment, subject to the sole discretion of the City.</u> The off-site sewer trunk main, the sewer maintenance roads, sanitary sewer lift station, and sewer force main extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCSD) lift station <u>are part of the backbone infrastructure improvements and</u> shall be completed and accepted by the City for operation and maintenance prior to issuance of the first building permit in the project. 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	I	CD (E), EWR	The owner/applicant has completed the required sewer trunk main, lift station and forced mains to serve the subject Phase 3B subdivision. The Owner/applicant developed a flushing plan that was reviewed and approved by the City Engineer and the Environmental and Water Resources Department in accordance with the condition of approval.	Yes

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66. Cont.	<p>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>Revision was made at the Planning Commission Meeting on 4/15/15 Revision made by Staff subsequent to the 4/15/15 Planning Commission Meeting</p>	I	CD (E), EWR		
67.	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.	I	CD (E) EWR	The owner/applicant has installed all sewer and water infrastructure within public street rights of way and public water and sewer main easements. The outfall trunk sewer line has been installed within public easements and/or planned public right of way within future public streets.	Yes
68.	In no event shall a public water or public sewer line be placed on private residential property. For example, installing a waterline on the property line between two single family homes.	I	CD (E) EWR	The plans for the Phase 3A subdivision do not include any public water and sewer mains to be placed on private property of between proposed residential units.	Yes
69.	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.	I	CD (E), EWR	The Owner/applicant designed and constructed the sewer lift station, the water reservoir and pressure reducing valve stations under supervision and inspection by the Community Development Department and the	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
Cont.				Environmental and Water Resources Department.	
70.	The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system.	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection.	Yes
71.	The water services and sewer services in the I-Courts on "Lot 6A Drive" shall be privately owned and maintained by the owner/applicant. The water services and sewer services in the I-Courts on "Lot 6A Drive" shall be privately owned and maintained by the owner/applicant and the owner-applicant shall create a funding mechanism for repair and maintenance of this section of the water and sewer services to the satisfaction of the Community Development Department. Revision was made at the Planning Commission Meeting on 4/15/15	I	CD (E), EWR	The proposed I-Courts are included in Village No. 4 in the Phase 1 subdivision. The water and sewer services in the proposed I-courts are privately owned and maintained. The funding for the maintenance of the privately owned water and sewer services is being accomplished through the use of a Homeowner's Association (HOA) established by the Subdivider of Village No. 4, The New Home Company.	Yes
72.	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.	M	CD (P) (E)	The owner/applicant has coordinated with the various public utility agencies.	Yes

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73.	<i>Implement Corrosion Protection Measures.</i> 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. 3B.7-4	I	CD (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 prepared by a licensed civil engineer have been reviewed and approved by the City in compliance with this condition.	Yes
74.	<i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i> 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. 3B.7-1b	I	CD (E) EWR	The improvements plans for all water systems have isolation valves and incorporate City design standards that allow the City to isolate portions of the City's water system in the event of failure.	Yes
75.	The final design of all sound walls, fences, and gates shall be subject to review and approval by the Community Development Department.	I, B, O	CD (P) (B)	All sound wall and fencing plans for the Phase 3B subdivision have been reviewed and approved by the City.	Yes

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76.	All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P) (B)	The City has reviewed and approved all required improvement plans to verify compliance with this condition of approval.	Yes
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS					
77.	During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site throughout the course of grading and construction.	Yes
78.	The storm drainage design shall provide for no net increase in run-off under post-development conditions.	I	CD (E)	The owner/applicant has designed all storm drainage improvements to meet the requirements of this condition of approval.	Yes
79.	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.	G,I	CD (E) EWR, PW	The owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit for the Phase 3B subdivision. Copies of the Master Plans are available from the Community Development Department.	Yes

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79. Cont.	<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 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>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	G,I	CDD (E) EWR, PW		

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80.	<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/ owner/applicant(s) 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(s) 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(s) 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-</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 of the Russell Ranch drainage system.	Yes

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
80. Cont.	<p>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 Russell Ranch drainage system. 3A 3-1a</p>	G, I	CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
81.	<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(s) 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(s) 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</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 throughout the course of grading and construction.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
81. Cont.	<p>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. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p>	G, I	CD (E)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
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FIRE DEPT REQUIREMENTS

82.	<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 improved approved by the Fire Marshal.</p> <p>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</p>	I, B	CD (P) Fire	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for the entire Phase 3B subdivision. Building permits will not be issued prior to these improvements being completed to the satisfaction of the Community Development Department and the Fire Department.	Condition will be satisfied prior to issuance of a building permit
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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>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.</p> <ul style="list-style-type: none"> Gated entries shall be electronic and UL 325 compliant. Access opening for single direction traffic shall be unobstructed 16 feet wide and 13'-6" high and shall swing in the direction of vehicle traffic. Access opening(s) for bi-directional traffic shall be either one (1) unobstructed 27-foot wide gate opening or two (2) 14-foot wide gate openings and 13'-6" high and shall swing into the property being entered. The gates shall be located a minimum of 40 feet off of public streets. Provide Mutual-Aid electronic Knox key-switches <i>and</i> Click-To-Enter radio-operated controllers for 	I, B	CD (P) Fire		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>emergency vehicles. The Knox key-switch shall be designed to keep the gate in the open position for at least one minute. Provide a battery power supply that allows the gates to fail in the open position, when a power outage occurs. Pedestrian gates shall be installed within 10 feet of the vehicle gate. The pedestrian gates shall be handicap accessible and have listed exit hardware that is operable from the inside at all times without the use of a key or any special knowledge or effort. A Mutual-Aid Knox key box shall be installed at least 48 inches above grade on the outside of the gate with a key to open the pedestrian gate.</p> <ul style="list-style-type: none"> The minimum fire flow for residential dwellings is 1,000 gpm at 20 psi for houses 3,600 sq. ft. and less, 1,750 gpm for dwellings greater than 3,600 sq. ft. in area, and 2,000 gpm for dwellings greater than 4,800 sq. ft. up to 6,200 sq. ft. in area. Please determine the maximum size homes that will be built in this subdivision. A water model analysis that proves the minimum fire flow will be required before any permits are issued. 	I, B	CD (P) Fire		

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82. Cont.	<p>All public streets shall meet City of Folsom Street Standards.</p> <ul style="list-style-type: none"> • Fire department and other emergency access shall be assured an unencumbered minimum continuous width of 24 feet clear space outside of any parking and/or between curb faces on all private streets. On-street parking shall be restricted to provide this minimum clearance. Note that on-street parallel parking shall be assigned a minimum width of 7 feet from the face of curb. • <u>Road Widths Local Streets. The owner/applicant will maintain 12 foot travel lane widths in areas of 12% and greater grade and will obtain the approval of the Fire Department, Public Works Solid Waste Department and School District for any deviation from the 12 foot travel lane street width standard for local streets.</u> • 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. • Locate the fire hydrants on the sides of the streets that will have parking restricted in 	I, B	CD (P) Fire		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>order to provide the maximum number of on-street parking spots possible, and to minimize conflicts between parked cars and fire hydrants.</p> <ul style="list-style-type: none"> • At least one on-street parking spot is required for each lot and/or dwelling unit within this project. These on-street parking spots shall be equally dispersed throughout the entire project. • The HOA shall be required and have the ability to tow away vehicles parked within fire access lanes. These provisions shall be recorded within the CCR's for the subdivision, and the City shall review the conditions of the CCR's to ensure that the intent is met. • Provide Fire Department emergency access and defensible space to the open space areas and the sloped landscaped areas located within this project. • Submit to the City of Folsom for approval a fuel modification plan that holds the home owners' association responsible for the annual maintenance required for fire hazard reduction within the open spaces areas and the sloped landscape areas. This document will secure annual funding, an annual maintenance schedule and access rights into the open space areas and the sloped landscaped areas to provide the 	I, B	CD (P) Fire		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>annual fuel modification. Open space areas and the sloped landscaped areas shall be maintained to allow reasonable access and defensible space for firefighting operations.</p> <ul style="list-style-type: none"> • The fuel modification plan shall indicate mitigation measures consistent with the unique problems resulting from the flammable vegetation and topography of the proposed open space areas and the sloped landscaped areas. • The sloped landscape areas shall be designed with irrigation and drought-resistant landscaping. • The sloped landscape areas shall be designed with permanent mitigation measures to prevent to the growth of weeds and flammable vegetation. • Property fence lines along open space boundaries shall be constructed of noncombustible materials. • 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 • Multi-family portion of the project: 	I, B	CD (P) Fire		

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82. Cont.	<ul style="list-style-type: none"> <li data-bbox="305 684 704 789">i. Fire Department and other emergency access shall be assured an unencumbered continuous width of 27 for all emergency access driveways. <li data-bbox="305 789 704 947">ii. Parking shall be prohibited within the emergency access driveways and must be identified with painted and stenciled curbs to restrict parking in accordance with the California Vehicle Code. <li data-bbox="305 947 704 1104">iii. Turns on the emergency access driveways shall be designed to accommodate Fire Department apparatus. Use inside turning radii of 25 feet and outside turning radii of 50 feet. <li data-bbox="305 1104 704 1398">iv. 2013 California Fire Code Section 503: Fire Department-approved all-weather emergency access roads shall be provided for every facility or building, when any portion of the facility or any portion of an exterior wall of the first story of a building is located more than 150 feet from fire department vehicle access measured by an approved route around the exterior of the building or facility (CFC 503.1.1). <li data-bbox="305 1398 704 1476">v. Dead-end emergency access driveways in excess of 150 feet in length shall be provided with an approved area for 	I, B	CD (P) Fire		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	turning around fire apparatus. (CFC 503.2.5). <ul style="list-style-type: none"> • The timing and construction of the Scott Road realignment shall not impact emergency access routes to occupied homes within the Folsom Ranch Plan Area. • The timing and construction of New Placerville Road and the abandonment of Old Placerville Road shall not impact emergency access routes to occupied homes within the Folsom Ranch Plan Area. • Easton Valley Road shall be completed and fully operational for emergency access prior to the occupancy of the first home within the Folsom Ranch Plan Area. • The timing and phased construction of local streets within each subdivision of the Folsom Ranch Plan Area shall not impact emergency access routes to occupied homes within the Folsom Ranch Plan Area. • 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. • Applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any subdivision of land. Final approval 	I, B	CD (P) Fire		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>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> <ul style="list-style-type: none"> The property owner(s) agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation. <p>Revision made at the Planning Commission Meeting on 4/15/15 Revision made by staff subsequent to the 4/15/15 Planning Commission Meeting</p>	I, B	CD (P) Fire		

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83.	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i> The owner/applicant(s) 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. 3A 14-3</p>	I, B	CD (E) Fire	The Community Development Department and the Fire Department have reviewed and approved all proposed improvement plans for the construction of the water and fire flow system for the entire Phase 3B subdivision.	Yes
84.	<p><i>Private Gated Entries</i> Prior to approval of improvement plans, all private gated entry designs shall be reviewed and approved by the Community Development Department and the Fire Department. Pedestrian gates, which are to remain unlocked, shall be provided on each side of any gated entries where a sidewalk occurs, to facilitate improved pedestrian circulation and to eliminate the requirement for pedestrians to cross the street in order to enter or exit any proposed subdivision. The gates shall be equipped with the "Click to Enter" gate opening system (or some other product) to allow emergency vehicle access by 2-way radio frequency to open the gates. Should vehicle stacking not be sufficient, the Community Development Department may require the gates to remain open during peak hours. The homeowners association whose boundary covers</p>	I, OG	CD (E), FD	The Fire Department and the Community Development Department have reviewed and approved the design of all proposed gated entries. The approved design for any future gated entries include the requirements noted in this condition of approval. The owner/applicant has noted to the City that at this time the only gated entry will be installed for the proposed Village 4 as part of the Phase 1 subdivision. There are no gated entries proposed for Phase 3B.	Yes

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84. Cont.	the private gate shall comply with this requirement, and the owner/applicant shall ensure this requirement is in the HOA CC&Rs.	I, OG	CD (E), FD		
85.	Roundabout Design Prior to approval of improvement plans, the design all roundabouts shall be reviewed and approved by the Community Development Department, the Folsom Cordova Unified School District (FCUSD) and the Fire Department. The design shall include the proposed lane configurations and design for the landscaping to be installed in the center.	I	CD (E), FD	Roundabout design has been approved and approved by the Community Development Department, the Fire Department and the Folsom Cordova Unified School District. The roundabouts are shown on the approved plans for Alder Creek Parkway and Grand Prairie Road which were constructed as part of the Phase 1 subdivision.	Yes
86.	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. 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	I, B, O	FD PW CD (E)	The City of Folsom Fire Department has reviewed and approved all of the Phase 3B subdivision improvement plans and any off-site improvements for compliance with this mitigation measure.	Yes

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86. Cont.	<p>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. 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. 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(s) 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</p>	I, B, O	FD PW CD (E)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
86. Cont.	the satisfaction of the City of Folsom Fire Department.	I, B, O	FD PW CD (E)		
LANDSCAPE/TREE PRESERVATION REQUIREMENTS					
87.	<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, <i>and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservations and outdoor landscaping.</i></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) <i>(State Model Water Efficient Landscape Ordinance)</i> until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance <i>at which time the Owner/Applicant shall comply with any new Ordinance.</i> 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.</p> <p>Tree topping for height reduction, sign visibility, light clearance or any other purpose shall not be</p>	I, OG	CD (P), PW	The owner/applicant has prepared a landscape plans for all supporting backbone roadways and detention basins. The landscape plans have been reviewed and approved by the City and the landscape improvements are currently under construction. The landscape plans are in accordance with all City requirements, this condition of approval and the Design Guidelines for the Folsom Plan Area.	Yes

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87. Cont.	<p>allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. 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 Russell Ranch Project.</p> <p>Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road is constructed. Add OG to the timing and Implementation column.</p> <p><i>Revision in italics made by Staff subsequent to the 4/15/15 Planning Commission meeting</i> Revision was made at the Planning Commission Meeting on 4/15/15 (Add OG to timing and implementation)</p>	I, OG	CD (P), PW		

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88.	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. 3A 2-2	G, I, B	CD (E) (P) Sacramento Metropolitan Air Quality Management District	The owner/applicant has implemented all applicable mitigation measures throughout the course of grading and construction. The City has provided monitoring of the mitigation measures through construction inspection.	Yes
89.	All future utility lines lower than 69 kv, including the 69KV line, to be built along the westerly side of 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. Revision was made at the Planning Commission Meeting on 4/15/15	I	CD (E) (P)	All proposed public utility service lines to all of the lots in the Phase 3B subdivision have been placed underground in compliance with this condition. All required public utility easements are shown on the final map for the Phase 3B subdivision.	Yes
90.	Noise Barriers In conjunction with the submittal of improvement plans for each proposed development phase where noise barrier locations are recommended, the owner/applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along US 50, White Rock Road, and Empire Ranch Road. The specific height and locations of the noise barriers shall be confirmed based upon the final approved site and grading plans. All required wall heights shall be relative to finished building pad	I	CD (P) CD (E) (B)	The plans for the noise barriers required in the Phase 3B subdivision are shown on the approved improvement plans.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
90. Cont.	<p>elevations. Noise barrier walls shall be constructed of concrete masonry units, as required in the Planned Development Guidelines. 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> <p>Alternatively, and at the owner/applicant's request and in the City's discretion, the owner/applicant may submit a site-specific acoustical analysis for a specific development phase where noise barrier locations are recommended, that is prepared by an acoustical consultant approved by the City of Folsom to determine and confirm whether sound attenuation is needed, taking into account site-specific conditions (e.g. site design, location of structures, building characteristics, building orientation, etc.) in accordance with adopted noise standards. If sound attenuation is determined by the City to be necessary, the site-specific acoustical analysis shall identify measures to reduce noise impacts to meet the City's noise standards at these locations, including, but not limited to, constructing exterior sound walls, constructing barrier walls and/or berms with vegetation, or other alternative attenuation solution acceptable to the City, provided that the improvement plans are accompanied with the acoustical analysis that confirms whether any</p>	I	CD (P) CD (E) (B)		

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 18-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
90. Cont.	proposed alternative solution will meet the adopted City noise standard. The acoustical analysis shall also take into consideration sound attenuation mitigation that may be required of parcels adjacent to the noise barriers. 4.6-3a	I	CD (P) (E) (B)		
MAP REQUIREMENTS					
91.	<p>The owner/applicant shall form a Homeowners Association for the ownership and maintenance of all private streets including the private street storm drainage systems, <u>sewer and water lines within the I Courts on Lot 6</u>, and landscaped open spaces and common areas on hillsides, etc. (Lots 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I, 1J, 1K, <u>1L</u>, 1M, <u>1N</u>, <u>1O</u>, 1P, 1Q, <u>1R</u>, 1S, 2A, <u>2B</u>, <u>2C</u>, <u>2D</u>, <u>2E</u>, 2G, 2H, 2I, 2J, 2K, <u>2L</u>, 2M, 2N, <u>2O</u>, <u>2P</u>, <u>2Q</u>, <u>2R</u>, <u>3C</u>, <u>3A</u>, <u>3B</u>, <u>3D</u>, <u>3E</u>, 3F, 3G, 3H, 3I, 3J, 3K, <u>3L</u>, 3M, 3N, <u>3O</u>, <u>3R</u>, 3S, 3T, 3U, <u>3V</u>, and 6A, <u>6B</u>, <u>6C</u>, <u>6E</u>, 6F), the private park on lot 2A, and the private recreation facilities to be constructed on lot 14. The Homeowners Association shall also be responsible for monitoring and ensuring maintenance of the landscaping within the open space easement on each view lot within the subdivision.</p> <p><u>The owner/applicant shall propose a funding mechanism (including but not limited to Homeowner's Association or a Project Maintenance Community Facilities District) subject to the approval of the Community</u></p>	M	CD (P) (E)	The owner/applicant has formed a Homeowners Association (HOA) for the Phase 3B subdivision. The formation of the HOA includes the establishment of a budget to fund the operation and maintenance of the private streets, the private landscape areas, the future private recreation facility and the future private park included in this condition of approval. The Community Development Department has reviewed and approved the C.C.& R.'s for the Phase 3B subdivision to verify compliance with this condition of approval. Lot 6 is in Russell Ranch Phase 1, Village No. 4. The final map for Village No. 4 has already been approved by the City Council and is not part of the Phase 3B subdivision.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
91. Cont.	<p><u>Development Department for the following landscaped open spaces: Lots 1R, 1O, 6D, 2B, 2C, 3L, 3O, and 3V.</u> In addition, CC&R's shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the Folsom Municipal Code and adopted policies, prior to the recordation of the Final Map.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	M	CD (P) (E)		
92.	<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 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 may includes nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</p> <p><u>Revision made by Staff subsequent to the 4/15/15 Planning Commission Meeting</u></p>	M	CD (P) PK	The owner/applicant has provided C.C. & R.'s to the Community Development Department. The Community Development Department has approved the C.C. & R.'s and verified that they include the required disclosures.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
93.	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 that the soil in the subdivision may contain naturally occurring asbestos.	M	CD (P) (E)	The owner/applicant has provided C.C. & R.'s to the Community Development Department. The Community Development Department has approved the C.C. & R.'s and verified that they include the required disclosures.	Yes
94.	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 the Final Map.	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
95.	Prior to the recording of any phase of the Vesting Small Lot Tentative Subdivision Map, the Russell Ranch Vesting Large Lot Tentative Subdivision Map shall be recorded.	M	CD (E)	The Large Lot Final Subdivision map was approved by the City Council on September 12, 2017 and recorded on September 21, 2017, Book 398 page 1.	Yes
96.	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 will be 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

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
97.	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 Russell Ranch Subdivision.	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
98.	The owner/applicant shall form a Landscape Lighting Assessment District, a Community Services District, or a Home Owners Association, which shall be responsible for maintenance of all private streets, 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 and in accordance with the Amended and Restated Tier 1 Development Agreement. Vegetation or plantings 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.	M	CD (P) (E)	The City has formed Community Facilities District (CFD) 18 which shall be responsible for maintenance of all backbone infrastructure, drainage facilities, street lighting and landscaping. Additionally, CFD 20, 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 20 will be triggered at the issuance of a building permit. The owner/applicant has also formed a Homeowner's Association (HOA) which will fund the maintenance of private streets, landscape common areas and private storm drainage facilities and improvements.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
99.	The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as 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.	M	CD (E)	The owner/applicant has dedicated a public utility easement (PUE) along all of the public streets in the Phase 3A subdivision. All required easements are shown on the final map for Phase 3B. The width of the PUE's are 12.5 feet.	Yes
100.	Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.	M	CD (E)	The owner/applicant has proposed phasing of the final maps for the Phase 3 subdivision into Phase 3B and future Phase 3B. The owner/applicant has received approval of the phasing plan by the City Engineer.	Yes
101.	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	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 for those	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
101. Cont.	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.	G, I	CD (E)	easements which were required outside the boundary of the Phase 3B subdivision. The required Backbone Infrastructure has been completed to the satisfaction of the City and is currently in operation.	
102.	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 and accepted to the satisfaction of the City prior to issuance of the first building permit within the project. <u>Owner-applicant may propose issuance of building permits for non-habitable structures (model homes and club house only), prior to substantial completion of the above referenced infrastructure, but in no case shall a final inspection be issued or any public use of the non-habitable structures without substantial completion of the above referenced infrastructure. Issuance of the building permits for non-habitable structures (model homes or club house) in advance of substantial completion shall be approved or denied in the sole discretion of the Community Development Department. Substantial completion of the backbone infrastructure and improvements as noted above</u>	B	CD (E)	The required Backbone Infrastructure to serve the Russell Ranch Phase 3B subdivision has been completed and accepted by the City and is currently in operation. All other required Phase 3B subdivision improvements are currently being constructed by the owner/applicant. Prior to issuance a building permit in the Phase 3B subdivision, The Community Development Department will verify that all required subdivision improvements are substantially complete.	Condition will be satisfied prior to issuance of a building permit.

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
102. Cont.	<p><u>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.</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	B	CD (E)		
103.	<p>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, booster pump stations, pressure reducing valve stations, etc.) and sanitary sewer (lift stations) 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</p>	M	PFFP, M,B CD (E) (P) (B) PW, FD, EWR, PR	<p>The owner/applicant has either constructed or participated financially in the construction all required infrastructure necessary to serve the Phase 3B subdivision. The required infrastructure has been completed and accepted by the City and is currently in operation. As building permits are issued in the Phase 3B subdivision and in other subdivisions in the Folsom Plan Area, impact fees are collected to fund various public facilities. The construction of various public facilities will be complete as timelines and thresholds are achieved.</p>	Yes

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SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
103. Cont.	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 the First Amendment thereto.	M	PFFP, M,B CD (E) (P) (B) PW, FD, EWR, PR		
104.	<p>The owner/applicant shall provide an irrevocable offer of dedication (IOD) for the future Empire Ranch Road interchange within the boundaries of the subdivision prior to approval of the final large lot subdivision map. The owner/applicant shall provide a recorded covenant on all lots located in Phase +2 of the Vesting Tentative Subdivision Map on all lots located within 500 feet of Highway 50 and the Empire Ranch Road/Highway 50 interchange. The recorded covenant shall include a copy of the I.O.D. for the interchange and notice that this is a future improvement is required to be constructed as a part of this subdivision <u>to be accommodated.</u></p> <p>Revision made at the Planning Commission Meeting on 4/15/15</p>	M	CD (E)	The owner/applicant has provided a grant deed to the City transferring ownership of Lot 12 on the recorded Large Lot Final Map for Phase 1. Lot 12 is the parcel needed for the future construction of the Empire Ranch Road Interchange. The City currently owns the property needed for the future Empire Ranch Road Interchange within the boundaries of the Russell Ranch development.	Yes
105.	At the time of project approval the final design, location, grade and configuration of the Empire Ranch Road Interchange (Interchange Project) at Highway 50 is not known nor approved by the agencies that will be involved in the Interchange Project. The owner/applicant proposes homes	M	CD (E)	The owner/applicant has provided a grant deed to the City transferring ownership of Lot 12 on the recorded Large Lot Final Map for Phase 1. Lot 12 is the parcel needed for the future construction of the Empire Ranch Road Interchange. The City	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
105. Cont.	<p>near the anticipated location of the Interchange Project. The owner/applicant acknowledges the final design, location, grade and configuration of the Interchange Project is not known. and the owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes near the potential Interchange Project advising of the future Interchange Project and associated noise, grade changes, height, location, design, traffic and construction of the Interchange Project. Owner/applicant shall construct or be responsible for the cost of designing and constructing sound walls, as supported by a noise study and as required by the EIR for the project.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	M	CD (E)	currently owns the property needed for the future Empire Ranch Road Interchange within the boundaries of the Russell Ranch development. The required sound walls are included on the approved improvement plans for the Phase 3B subdivision.	
106.	The owner/applicant shall be responsible for the ownership and on-going maintenance of the temporary water quality /detention basin which will impact lots 211 through 214 in Phase 3 of the project. The owner/applicant shall be solely responsible for the removal of the temporary water quality/detention basin at such time the basin is no longer required. Lots 211 through 214 shall not be created with a final map until the temporary basin is removed to the satisfaction of the City.	M	CD (E)	The Community Development Department has reviewed and approved the improvement plans for the future Phase 3B subdivision. The temporary water quality basin/detention basin is no longer required with the construction of downstream and off-site detention basins by others.	Condition will be satisfied prior to approval of the future Phase 3B Final Map

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
107.	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.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer. The required benchmarks are in place and currently in use.	Yes
108.	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: <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) , 	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

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
108. Cont.	<ul style="list-style-type: none"> • 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)		
109.	<p><u>The owner/applicant shall prepare complete and updated change pages to master plans for transportation (including roadway, bikeway, transit and pedestrian facilities), water (including reclaimed), sewer, grading and drainage (including boundaries of the 100-year floodplain) to the extent applicable as a result of the Specific Plan Amendment to the satisfaction of the City prior to the approval of a final map, improvement plans or grading plans. Timelines for approval of specified plans, guidelines, funding mechanisms, community facilities districts and land dedications set forth in Section 2.5.3 of the ARDA and any amendments thereto shall apply. The master plans shall be accompanied by engineering studies supporting the sizing, location and timing of the proposed facilities. Improvements shall be constructed in</u></p>	G,I,B	CD (E) EWR,PW	The City Council has approved all of the Master Plans for the Folsom Plan Area. The required backbone infrastructure in the Folsom Plan Area which serves the Phase 3A subdivision has been constructed in accordance with the approved Storm Drain Master Plan, the Water and Sewer Master Plans and the Reclaimed Water Master Plan. All backbone and subdivision roadway improvements have also been constructed in accordance with the City Council approved Folsom Plan Area Specific Plan and City design and Construction Specifications. All of the required backbone improvements to serve the Phase 3B subdivision have been completed and accepted by the City.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
109. Cont.	<p><u>phases as the project develops in accordance with these approved master plans and the provisions of Sections 3.7, 3.9 and 3.9.1 of the ARDA and any amendments thereto.</u> These phases may include necessary off-site improvements to support development of a particular phase or phases subject to prior approval of the City. These off-site improvements may include roadways to provide secondary public access, water transmission mains for different pressure zones or distribution mains to provide a looped water system, booster pumps and reservoirs to provide adequate water pressure and flow, sewer trunk mains and temporary and/or permanent lift stations, temporary and/or permanent water quality/detention basins and drainage facilities and/ or outfalls. No changes in infrastructure from those shown in the complete and updated approved master plans shall be permitted unless and until the applicable master plan has been reviewed and approved by the City. Final lot/parcel configurations may need to be modified to accommodate the improvements identified in these studies as determined by the City. Any and all modifications to existing lots/parcels necessary shall be the sole responsibility of the owner/applicant.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	G,I,B	CD (E) EWR,PW		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
110.	<p><i>Water Supply Availability</i> The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City and approved by the City prior to approval of any final map. 4.7-1 3A 18-1</p>	M	CD (E) Utilities	The owner/applicant has constructed the necessary infrastructure to provide potable water to the Phase 3B subdivision. The potable water infrastructure has been reviewed, approved and accepted by the City and is currently in operation.	Yes
111.	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i> 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</p>	M, B, O	CD (E) (B), PW	The off-site potable water infrastructure for the Phase 3B subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the Phase 3B subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
111. Cont.	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		
112.	<p><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. 3A 16-3</p>	M, B	CD (E) (B), PW	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
113.	<p>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</p> <p>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. 3A 16-1</p>	M, B	CD (E) (B) PW	The owner/applicant has constructed the on-site and off-site sewer infrastructure to serve the Phase 3B subdivision. The off-site sewer infrastructure including the sewer trunk main, the Alder Creek Parkway sewer lift station and forced main have been completed and accepted by the City and are currently in operation.	Yes
114.	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.	M	CD (E)	The Final Map for the Phase 3B includes an easement for the construction and maintenance of centralized mail delivery boxes in the subdivision.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
115.	<p>All street names recorded on the final map shall have prior approval from the Planning Commission.</p> <p><u>The street names identified in the small lot tentative map area approved, except as amended:</u></p> <p><u>Rustic Ridge Drive shall be replaced with Treasure Ridge Drive.</u></p> <p><u>Treasure Ridge Loop shall be replaced with Highgate Terrace Loop</u></p> <p><u>Scenic Vista Court shall be replaced with Hillgrass Court</u></p> <p><u>Russell Ranch Road shall be replaced with Rustic Ridge Court-Road</u></p> <p><u>Auburn Court Leaf shall be replaced with Auburn Leaf Court</u></p> <p><u>Highgate Terrace Drive shall be replaced with Climbing Vine Drive</u></p> <p><u>Hillgrass Court shall be replaced with Amaro Court</u></p> <p><u>Additionally, the Alternative Street Names identified on the small lot tentative map shall be as follows:</u></p> <p><u>Pleasant Hill</u></p> <p><u>Loma Rica</u></p> <p><u>Via Rancho</u></p> <p><u>Florasota</u></p> <p><u>Rough Horse</u></p>	M	CD (E)	The Final Map for the Phase 3B subdivision contains street names chosen from the approved list for the entire Russell Ranch development which includes Phases 1, 2 and 3.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
115. Cont.	Revision was made at the Planning Commission Meeting on 4/15/15 Revision made by Staff subsequent to the 4/15/15 Planning Commission Meeting	M	CD (E)		
116.	The owner/applicant shall record an Open Space Easement in favor of the Homeowner's Association over the portion of the rear of each lot from the top of the graded slope to the rear property line within each lot as shown on the Vesting Small Lot Tentative Subdivision Map. The easement shall be for the purpose of maintaining the area as a landscaped slope. The easement shall prohibit any removal or addition of soil; any change to the terrain of any kind; the construction of any structure(s), including retaining walls; the construction of fencing anywhere within the easement except on the property lines; the dumping of lawn clippings or any other debris; the removal of landscaping except when the plant has no life. The property owner shall maintain living, irrigated landscaping within the easement and shall not permit bare exposed soil. Only open style, tubular steel fencing shall be permitted on the property lines. Final language of the Easement shall be approved by the Community Development Department prior to recordation. Revision was made at the Planning Commission Meeting on 4/15/15	M	CD (P)	The required Open Space easement is included on the Final Map for the Phase 3B subdivision. The area within the easement will be maintained by the Homeowner's Association (HOA). Funding for the maintenance of the Open Space easement will be through the HOA.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
117.	The City is considering the closure and re-alignment of Old Placerville Road between US Highway 50 and future Easton Valley Parkway as part of Phase 3 of the project, consistent with the project EIR. The removal of the existing asphalt concrete will not be permitted without prior approval of the City.	G,I	CD (E), FD, PW	The closure, subject to future City approval, of Placerville Road between US Hwy 50 and Alder Creek Parkway will be considered during future development of the Folsom Plan Area. The Phase 3A subdivision does not include any proposal to close this roadway segment.	Condition will be satisfied with future development in the FPA.
MISCELLANEOUS REQUIREMENTS					
118.	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 Phase 3B 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.
119.	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 Phase 3B subdivision.	Condition will be satisfied prior to issuance of a building permit.
120.	Prior to issuance of building permits for any residential units or the private recreation center, the owner/applicant shall obtain Design Review approval from the Planning Commission for all buildings to be constructed within the subdivision.	B	CD (P)	The owner/applicant be required to obtain Design review approval from the City Planning Commission for the proposed residential units in the subdivision.	Condition will be satisfied prior to issuance

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
120. Cont.	If the proposed architecture is not consistent with the Planned Development Design Guidelines, the owner/applicant may modify the plans or apply for a modification to the Planned Development Design Guidelines to be approved by the Planning Commission.	B	CD (P)		of a building permit.
121.	Divert Seasonal Water Flows Away from Building Foundations. The owner/applicant(s) shall either install subdrains (which typically consist of perforated pipe and gravel), surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations. 3A 7-5	B	CD (B)	All required drains and sub drains will be designed by a Civil Engineer and/or Geotechnical Engineer and submitted to the City. Any required drains and sub drains will be shown on the development plans for all future buildings in the Phase 1 subdivision. Compliance will be monitored through construction inspection.	Condition will be satisfied prior to issuance of a building permit.
122.	The private recreational amenity shall be constructed and a Certificate of Occupancy on the building obtained on Lot 14 of the Vesting Large Lot Tentative Subdivision Map no later than issuance of the 439 th building permit in the project.	B, O	CD (B)	The owner/applicant has constructed and completed the Private Recreational Amenity, The private amenity was completed in 2020 and is currently open to the residents in the Russell Ranch subdivision.	Yes
123.	The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations,	I	CD (P) (E)	The owner/applicant obtained approval of both of the public water facilities (Zone 4-5 Water BPS & the Zone 5 Tank/Zone 6	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	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.			Water BPS) by the City Planning Commission in 2018. The public water facilities are currently in operation and being maintained by the City.	
124.	The Russell Ranch Design Guidelines shall include a provision that all trash bins in residential areas shall be enclosed and screened from view. Truck access to the bin shall be subject to approval by the City.	M	CD (P), PW	The Community Development Department has reviewed and approved the Phase 3B subdivision C.C. & R.'s. The C.C. & R.'s include the required provisions to satisfy this condition of approval.	Yes
125.	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. <u>Subject to the provisions of Section 3.7.1 of the ARDA concerning payment by the Capital Southeast Connector JPA,</u> 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. <u>Owner applicant acknowledges that property in</u>	†	CD (E) (P)	This condition was deleted by the Planning Commission and the City Council. The owner/applicant has coordinated the grading and construction of the future Joint Powers Authority (JPA) Connector project with the future Russell Ranch Phase 2 subdivision. The vesting tentative subdivision map for the Phase 2 subdivision approved by the City Council includes the condition to provide the roadway right of way for the JPA Connector project.	N/A
125. Cont.	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. <u>Subject to the provisions of Section 3.7.1 of the ARDA concerning payment by the Capital Southeast Connector JPA,</u> 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. <u>Owner applicant acknowledges that property in</u>	†	CD (E) (P)	This condition was deleted by the Planning Commission and the City Council. The owner/applicant has coordinated the grading and construction of the future Joint Powers Authority (JPA) Connector project with the future Russell Ranch Phase 2 subdivision. The vesting tentative subdivision map for the Phase 2 subdivision approved by the City Council includes the condition to provide the roadway right of way for the JPA Connector project.	N/A

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	<p>Phase 3 may be subject to dedication for the Connector project. Owner applicant agrees that the value of lands subject to the dedication or the proposed Connector project interchanges shall be based upon the value for comparable unentitled lands being paid by the Connector IPA 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 alignment including the grade separated interchange for the land as 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.</p> <p>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 near the potential Connector <u>Project within Russell Ranch Phase 3</u> advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved.</p>				

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	<p>Revision was made at the Planning Commission Meeting on 4/15/15</p> <p>Condition deleted in its entirety by Staff subsequent to the 4/15/15 Planning Commission Meeting</p>				
BUILDING PERMIT REQUIREMENTS					
126.	All foundation plans shall be reviewed and approved by the Building Safety Division, respectively, prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design. VI-2	B	CD (B)	All foundation plans will be included in the building plans submitted by the owner/applicant to the City for review and approval. The City building division will review all foundation plans to verify compliance with this condition.	Condition will be satisfied prior to issuance of a building permit.
127.	Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	G,I,B	CD (E)	Overland release has been designed into the Phase 1 subdivision grading plans. The overland release design and the grading plans have been approved by the City.	Yes
128.	Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. The exterior building and site lighting will be required to achieve energy efficient standards by installing high-intensity discharge (mercury vapor, high	B	CD (P)	The owner/applicant will submit plans to the City building division for review and approval. The City building division will review and approve all building plans to verify compliance with this condition.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	pressure sodium, or similar) lamps. In addition, lighting shall be equipped with a timer or photo condenser. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way. Building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure that they have an architecturally consistent and appropriate design.				
129. 129. Cont.	The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B B	CD (P) CD (P)	The owner/ applicant agrees to pay all fees established by the Folsom Cordova Unified School District prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.

TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS

It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
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Public Facilities Financing Plan (PFFP):

In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.

Included in the PFFP are a number roadway projects including the Highway Interchanges that the Russell 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.

Sacramento County Transportation Development Fee (SCTDF) contribution:

The City is establishing a "fair share" fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, "Fair Share Cost Allocation Sacramento County & City of Folsom" dated January 2, 2014.

Cal Trans/ City Memorandum of Understanding (Cal Trans MOU):

The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the "fair share" impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.

130.	East Bidwell/Iron Point Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.	B	PW	The condition will be 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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**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	4.8-2a				
131.	White Rock Road / Placerville Road Prior to issuance of a building permit, the owner/applicant shall pay a fair share through the Public Facilities Financing Plan (PFFP) fee to the City of Folsom towards the addition of a westbound right-turn lane to the White Rock Road/Placerville Road intersections. 4.8-2b	B (pay PFFP fee)	CD (E), PW	The condition will be satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
132.	Scott Road (West)/White Rock Road To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed. 3A15-1c	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.
133. 133. Cont.	Serpa Way/ Iron Point Road To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches shall be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements. 3A 15-4e	B (pay PFFP fee) B (pay PFFP fee)	CD (E), PW CD (E), PW	The condition will be satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
134.	Empire Ranch Road/Iron Point Road 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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	<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. 3A 15-4f</p>				prior to issuance of a building permit.
135.	<p>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road 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</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

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	<p>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 owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). 4.8-3 3A 15-1s</p>				building permit.
136. Cont.	<p>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard 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</p>	<p>B (Caltrans MOU)</p> <p>B (Caltrans MOU)</p>	<p>CD (E), PW</p> <p>CD (E), PW</p>	<p>The condition is satisfied with the payment of the Highway 50 Improvement Fee.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard. 3A 15-1u				
137.	U.S. 50 Eastbound/Prairie City Road Diverge 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. 3A 15-1x	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.
138.	U.S. 50 Eastbound/Prairie City Road Direct Merge 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	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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge. 3A 15-1y				
139.	<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. 3A 15-1z	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.
140.	<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	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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9). 3A 15-1aa				
141.	U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge 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. 3A 15-1dd	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. Cont.		B (Caltrans MOU)	CD (E), PW		
142.	U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge 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	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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	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. 3A 15-1ee				building permit.
143. Cont.	U.S. 50 Westbound/Prairie City Road Loop Ramp Merge 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. 3A 15-1ff	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
144.	U.S. 50 Westbound/Prairie City Road Direct Ramp Merge 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.	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

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	<p>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. 3A-15-1gg</p>				building permit.

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
145.	<p><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i> 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. Improvements to this freeway segment shall be implemented by Caltrans.</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 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 Folsom Boulevard and Prairie City Road. 3A 15-4s</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.
146.	<p><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road</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

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
146. Cont.	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. 3A 15-4t	B (pay PFFP/ Interchange fee)	CD (E), PW		of a building permit.
147.	<i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share	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.

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
147. Cont.	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. 3A 15-4u	B (pay PFFP fee)	CD (E), PW		
148.	U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave 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 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. 3A 15-4v	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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SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
149.	<p><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i> To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge. 3A 15-4w</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.
150.	<p><i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant</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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
150. Cont.	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. 3A 15-4x	B (pay PFFP fee)	CD (E), PW		
151.	<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. 3A 15-4y	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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SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
152.	<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. 3A 15-2a	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.
153.	<i>Scott Road/Easton Valley Parkway Intersection.</i> The owner/applicant shall pay a fair share fee to the City of Folsom towards the addition of a channelized westbound right-turn lane to the Scott Road/Easton Valley Parkway intersection. 4.8-6	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.
154.	<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	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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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
154. Cont.	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. 3A 15-1a	B (pay PFFP fee)	CD (E), PW		
155.	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 owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection. 3A 15-1b	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.
156.	Hazel Avenue/Folsom Boulevard Intersection To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection shall be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and	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

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
156. Cont.	extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development 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 the Hazel Avenue/Folsom Boulevard. 3A 15-1h	B (pay SCTDF)	CD (E), PW		building permit.
157.	<i>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road</i> 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	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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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
157. Cont.	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. 3A.15-1i	B (pay SCTDF)	CD (E), PW		
158.	<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	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

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
158. Cont.	Boulevard, Hazel Avenue shall be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project. 3A.15-1j	B (pay SCTDF)	CD (E), PW		of a building permit.
159.	White Rock Road/Windfield Way Intersection To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection shall be signalized and separate northbound left and right turn lanes shall be striped. 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 White Rock Road/Windfield Way intersection. 3A.15-1l	B	CD (E), PW	These roadway improvements have been constructed and the intersection is currently in operation with the required mitigation measures.	Yes
160.	Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established	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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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
160. Cont.	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. 3A.15-1o	B (Caltrans MOU)	CD (E), PW		
161.	Grant Line Road/ State Route 16 Intersection 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.	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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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
161. Cont.	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. 3A.15-1p	B (Caltrans MOU/ SCTDF	CD (E), PW		
162.	<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 3A.15-1q	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.
163.	<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	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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
163. Cont.	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 3A.15-1r	B (Caltrans MOU)	CD (E), PW		of a building permit.
164.	<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	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.

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
164. Cont.	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 3A.15-1v	B (Caltrans MOU)	CD (E), PW		
165.	<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 3A.15-1w	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
166.	<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	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

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
166. Cont.	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 owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge 3A.15-1hh	B (Caltrans MOU)	CD (E), PW		of a building permit.
167.	U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge 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. 3A.15-1ii	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.
168.	Participate in the City's Transportation System Management Fee Program The owner/applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing	B	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
168. Cont.	Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections. 3A.15-2b	B	CD (E), PW		of a building permit.
169.	Participate with the 50 Corridor Transportation Management Association The owner/applicant for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single occupant automobile travel on area roadways and intersections. 3A.15-2c	B	CD (E), PW	The owner/applicant has satisfied this condition by participating in the payment of a Hwy 50 Corridor TMA payment through the established Community Facilities District (CFD) 18. City Council has approved this update to the existing CFD 18 Assessment.	Yes
170.	Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. 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. 3A.15-3	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF) and the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
171.	Sibley Street/Blue Ravine Road Intersection 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 lane, two through lanes, and one dedicated right-turn lane. The owner/applicant	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

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
171. Cont.	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 3A.15-4a	B Pay PFFP fee	CD (E), PW		building permit.
172.	<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/Nesmith Court intersection 3A.15-4c	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
173.	<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	B Pay SCTDF 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

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AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
173. Cont.	through lanes, and two right-turn lanes. The owner/applicant shall fund and construct these improvements 3A.15-4g	B Pay SCTDF fee	CD (E), PW		building permit.
174.	<i>Grant Line Road/White Rock Road Intersection</i> 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. 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 shall be implemented by Sacramento County. 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 3A.15-4j	B Pay SCTDF fee	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.
175.	<i>Grant Line Road between White Rock Road and Kiefer Boulevard</i> To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment shall be widened to six lanes. This improvement is proposed in the Sacramento	B Pay SCTDF fee	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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
175. Cont.	County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment shall be implemented by 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 Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. 3A.15-4j	B Pay SCTDF fee	CD (E), PW		building permit.
176.	Grant Line Road between Kiefer Boulevard and Jackson Highway 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 shall be implemented by 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	B Pay SCTDF fee	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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
176. Cont.	that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. 3A.15-4k	B Pay SCTDF fee	CD (E), PW		
177.	<i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i> To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. 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 Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps. 3A.15-4l	B Pay SCTDF fee	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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
178.	<p><i>White Rock Road between Grant Line Road and Prairie City Road</i> 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 shall be implemented by Sacramento County. 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 South of U.S. 50 impacts. 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 White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22). 3A.15-4m</p>	B Pay SCTDF fee	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.	<p><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i> To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing</p>	B Pay SCTDF fee	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
179. Cont.	Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County. 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 White Rock Road between Empire Ranch Road and Carson Crossing Road. 3A.15-4n	B Pay SCTDF fee	CD (E), PW		issuance of a building permit.
180.	<i>White Rock Road/Carson Crossing Road Intersection</i> 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 shall be implemented by El Dorado County. 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 White Rock Road/Carson Crossing Road Intersection. 3A.15-4o	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.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
181.	<p><i>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</i> 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 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 Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). 3A.15-4p</p>	B Pay SCTDF fee	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.
182.	<p><i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i> 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. 3A.15-4q</p>	B (Caltrans MOU)	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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
183.	<p><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i> 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. 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 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 Rancho Cordova Parkway and Hazel Avenue. 3A.15-4r</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
184.	<p><i>Interior Noise Analysis</i> In conjunction with submittal of the Building Permit for the residential uses with direct exposure to US 50 traffic noise, the owner/applicant shall provide detailed analysis of interior noise levels conducted by a qualified acoustical consultant recognized by the City of Folsom. The analysis shall include detailed noise control measures that are required to achieve</p>	B B	CD (E), PW CD (E), PW	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval. Future sound walls will be required along those lots closest to the US Hwy 50 alignment in the Phase 3A subdivision.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
184. Cont.	<p>compliance with the City of Folsom. The analysis shall include detailed noise control measures that are required to achieve compliance with the City of Folsom 45 dB Ldn interior noise level standard. The noise control measures may include, but are not limited to, installing windows with an STC rating of 35 to 38 for second floor facades and the use of resilient channels for walls parallel to US 50. The construction drawing for the residential uses with direct exposure to US 50 traffic noise shall denote any recommended noise control measures resulting from the analysis, subject to review and approval by the City Community Development Director.</p> <p>4.6-3b</p>				
185.	<p>Mechanical Ventilation</p> <p>In conjunction with submittal of Building Permits, the owner/applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Department.</p> <p>4.6-3c</p>	B	CD (E), PW	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval.	Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
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ARCHITECTURE/SITE DESIGN REQUIREMENTS

186.	All mechanical equipment shall be ground-mounted and concealed from view of public and private streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view or screened from open space areas.	B	CD (P) (B)	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval.	Condition will be satisfied prior to issuance of a building permit.
187.	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.	I, B, O	CD (P) (E)	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval.	Condition will be satisfied prior to issuance of a building permit.
188.	The owner/applicant shall comply with all provisions of the Tier 1 Amended and Restated Tier 1 Development Agreement and any approved amendments by and between the City and The New Home Company Russell Ranch LLC relative to this project. <u>The owner applicant shall disclose to homebuyers that the project site is located within close proximity to the Mather Airport</u>	G, I, M, B	CD (E)	The Community Development Department has reviewed and approved the Phase 3A subdivision C.C. & R.'s and verified that the disclosure for the Mather Over Flight Noise is included and verified that all provisions of the Amended and Restated Tier 1 Development Agreement have been satisfied.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
188. Cont.	<p><u>flight path and that overflight noise may be present at various times.</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	G, I, M, B	CD (E)		
189.	<p>The following measures shall be implemented to the satisfaction of the Parks and Recreation Department:</p> <ul style="list-style-type: none"> • Dedication of the park site in fee title shown as Lot 10 on the Vesting Large Lot Tentative Subdivision Map to the City no later than issuance of the 250th building permit. • Rough grading of the park parcel consistent with the conceptual site diagram (Attachment 8 – Conceptual School & Park Site Diagram as prepared by MacKay & Somsps dated February 27, 2015) prior to dedication, <u>or as such other earlier or later time as approved by the Parks and Recreation Director.</u> • Owner/applicant shall provide to the City an “As-Built” topographic survey in an electronic file compatible with AutoCAD upon completion of the rough grading. • All subdivision utilities (i.e. Water, Sewer, Storm Drain, Public Utilities, etc.) shall be brought into the park site by owner/applicant at a location coordinated with Parks and Recreation staff and 	I, B	CD, PR	The owner/applicant has dedicated an Irrevocable Offer of Dedication (IOD) to the City for the Russell Ranch portion of the future Park Site in the Phase 1 portion of the subdivision. In addition the owner applicant had dedicated this portion of the park site in fee title to the City and the owner/applicant has agreement to maintain the park site until such time the park site is graded. These requirements are included in the fully executed Park Site Maintenance Agreement between the owner/applicant and the City executed in 2020.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
189. Cont.	<p>approved by the Parks and Recreation Director.</p> <ul style="list-style-type: none"> The proposed park <u>consists of 10.3 acres in the Folsom Plan Area Specific Plan, and</u> is bisected by two development properties with different ownerships. The owner/applicant provided staff with written (email) documentation that it has confirmed with owners of the adjacent property (Gragg Ranch) that future dedication by that land owner will provide <u>5.1 acres of the proposed park site, the owner/applicant providing the remaining 5.2 acres</u> the entire 10.3 acre park envisioned in <u>owner/applicant's portion of parkland as identified in the FPASP, as amended</u>. If the land dedication becomes infeasible due to the splitting of the proposed park site, the owner/applicant and/or successors to the Russell Ranch Development proposal shall be responsible for dedication of <u>owner/applicants portion of parkland as identified in the FPASP</u> for 100% of the 10.3 acre parkland dedication. <p>Revision was made at the Planning Commission Meeting on 4/15/15 <i>Revisions made by staff Subsequent to the 4/15/15 Planning Commission Meeting</i></p> 	I, B	CD, PR		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
190.	<p>The owner/applicant shall install a purple pipe 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 maintained by the owner/applicant, etc. in accordance the Folsom Plan Area Specific Plan Environmental Impact Report. The purple pipe 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 purple pipe irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p> <p><i>The Water System Master Plan (Master Plan) approved by the City Council on February 24, 2015 does not extend purple pipe reclaimed/recycled irrigation systems into any portion of the Russell Ranch Project. The City may amend this Master Plan to require the extension and installation of a purple pipe reclaimed/recycled irrigation system into all portions of the FPASP, including Zones 4, 5, and 6, which serves the Russell Ranch Project. If the Master Plan is updated, the City may, in its</i></p>	I, B	CD (E) (P) EWR, PK	The Reclaimed Water Master Plan has been revised to include the installation of the backbone reclaimed water infrastructure east of Placerville Road which also includes the Russell Ranch Phase 3B subdivision. The owner/applicant has installed all of the required backbone pipeline network for reclaimed water transmission in Alder Creek Parkway, Grand Prairie Road and within the entire Russell Ranch subdivision. The reclaimed water system (purple pipe) will be temporarily served with City potable water until such time there is a source of reclaimed water secured and conveyed to the Folsom Plan Area. In the future after the source is secured, the reclaimed water will replace the potable water in the pipelines that are already purple.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
190. Cont.	<p><i><u>discretion, propose amendments to the PFFP and/or other financing mechanisms to fund the purple-pipe reclaimed/recycled irrigation system and other required infrastructure within the Backbone infrastructure, with the intent of achieving parity for payment for purple-pipe reclaimed/recycled irrigation in Backbone Infrastructure east of Placerville Road in light of owner/applicant's obligation to fund purple-pipe reclaimed/recycled irrigation west of Placerville Road through the PFFP. If the Master Plan amendment occurs, the owner/applicant shall thereafter be required to install a purple-pipe reclaimed/recycled irrigation system for all proposed public or privately maintained open space landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future public or private park sites, school sites, and public or privately maintained open space parcels. If a final decision on or amendment to the Master Plan has not been made regarding a purple-pipe reclaimed/recycled system at the time owner/applicant is ready to install irrigation pipes to those areas that could be covered by this section, owner/ applicant will install purple-pipe reclaimed/recycled irrigation system for irrigation (but not the balance of the purple-pipe reclaimed/recycled irrigation system- backbone, booster pumps etc.) so that system could be</u></i></p>	I, B	CD (E) (P) EWR, PK		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
190. Cont.	<p><u>converted at a later time. Any purple pipe reclaimed/recycled irrigation systems that may be installed shall be designed and-constructed 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 system is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. Owner-applicant may propose alternatives to the installation of the purple pipe reclaimed/recycled irrigation system within the project which shall achieve equal to or greater potable water savings than the potable water savings that would be achieved by the installation of a purple pipe-reclaimed/recycled irrigation system as specified herein, and the approval of such alternative water conservation measures shall be at the discretion of the City, taking into account the cost of alternatives available for achieving equal or better water conservation results.</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15 Revision made by staff after the 4/15/15 Planning Commission Meeting Revision was made at the 5/12/15 City Council Meeting</p>	I, B	CD (E) (P) EWR, PK		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
191.	<p><u><i>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 project's Phase 4 final map or upon the construction of the future Empire Ranch Road connection to White Rock Road, whichever occurs first. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post adequate security to the City's satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years.</i></u></p> <p><u><i>If construction of the Capital Southeast Connector Project between Scott Road and the El Dorado County line has commenced during the term of the Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.</i></u></p> <p><i>Added by Staff subsequent to the 4-15-15 Planning Commission meeting</i></p>	OG	CD (E) (P) PW	This condition of approval is not required for the Phase 3B subdivision. The condition is required to be satisfied prior to approval of the first small lot final map in the Russell Ranch Phase 2 subdivision approved by the City Council on March 13, 2018. (PN17-288)	Condition will be satisfied prior to approval of the first small lot final map in the Russell Ranch Phase 2 subdivision

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
192.	<p><u>The owner/applicant shall require that the CC&R for the homeowners' association (HOA) contain a provision requiring the HOA to enforce the maintenance standards for the sloped open space easement areas. Owner/applicant shall provide disclosure to potential purchasers of the maintenance and enforcement requirements for the sloped open space easement areas. The language of such disclosure shall be provided to the City for approval.</u></p> <p>Addition was made at the 5/12/15 City Council Meeting</p>	M	CD (E) (P)	The Community Development Department has reviewed and approved the Phase 3B subdivision C.C. & R.'s and verified that the disclosures have been included.	Yes
193.	<p><i>Boundary Line Adjustment</i> Within 60 days of the approval by the City Council of the Vesting Small Lot Tentative Subdivision Map, the owner/applicant shall file a Boundary Line Adjustment (BLA) to change the northern property line between the Russell Ranch subdivision and the Broadstone Estates property currently owned by Elliott Homes. The BLA shall reflect the design as shown on the vesting small lot tentative subdivision map. The BLA shall be approved by the City and recorded with the Sacramento County Recorder prior to submittal of the project's Large Lot Final map. Upon determination by the Community Development Director that the owner/applicant has undertaken substantial work to pursue the BLA in good faith,</p>	M	CD	The owner/applicant has recorded the required Boundary Line Adjustment (BLA). The BLA recorded in Book 20170410 at Page 0770 in the Official Records of Sacramento County.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
193. Cont.	the Community Development Director may grant a reasonable extension to the 60-day deadline.	M	CD		
194.	Irrevocable Offer of Dedication Within 60 days of the approval by the City Council of the Vesting Small Lot Tentative Subdivision Map, the owner/applicant shall provide an Irrevocable Offer of Dedication (IOD) for Hinsdale Drive, Dewy Oaks Drive, Dehone Drive, Purple Sage Drive and Easton Valley Parkway between Placerville Road and Purple Sage Drive which will provide public access and public utility access for the future development of the adjoining Broadstone Estates project. Upon determination by the Community Development Director that the owner/applicant has undertaken substantial work to pursue the IOD in good faith, the Community Development Director may grant a reasonable extension to the 60-day deadline.	M	CD	The owner/applicant has recorded the required Irrevocable Offer of Dedication (IOD). The IOD recorded in Book 20161215 at Page 0626 in the Official Records of Sacramento County.	Yes
195.	Corporation Yard The location tentatively identified for acquisition by the City for the City's new Corporation Yard in Section 2.2.3.4 of the First Amended and Restated Tier I Development Agreement (ARDA) between the City and the project developer may not be feasible for use as a Corporation Yard due to challenges in obtaining County entitlements and utility services. Subject to the application of this condition to other Participating Landowners (as defined in the ARDA) as provided herein, the	M	CD	The City has completed the annexation process with LAFCO to add the future corporation site to the City of Folsom Limits. The grant deed for the transfer of the Corporation Yard to the City has recorded in the Official Records of Sacramento County and LAFCO has recorded the Certificate of Completion in Book 20181207 at Page 0779 in the Official Records of Sacramento County completing the annexation process.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
195. Cont.	<p>following condition is added with respect to resolution of the location of the corporation yard:</p> <p>Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), a site consistent with the requirements of Section 2.2.3.4 of the ARDA, as may be amended or as otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard, with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site consistent with the forgoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City Council.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least</p>	M	CD		

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
195. Cont.	<p>substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the Corporation Yard site has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> <p>If and when the City amends the ARDA for any other Folsom Plan owner to include the language described below, in addition to the above and subject to the paragraph below, Applicant agrees to a future modification of Section 2.5.3B of the Amended and Restated Development Agreement (ARDA) as follows: Prior to Approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision) or as otherwise specified below: (9) A site consistent with the requirements of Section 2.2.3.4, as may be amended or as</p>	M	CD		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
195. Cont.	<p>otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site, consistent with the forgoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City.</p> <p>If Owner/Applicant proposes final maps in phases, Owner/Applicant may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion.</p> <p>The City will be proposing the amendment to Section 2.5.3B as described above as to other Folsom Plan Area landowners seeking future specific plan amendment, tentative subdivision map or ARDA amendments. If and when the City modifies the ARDA for any other Folsom Plan Area landowner to add this section, then Applicant will</p>	M	CD		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
195. Cont.	agree to a modification of its then existing ARDA or amendment thereto. If the City does not amend the ARDA with respect to any other landowner to include the provision set forth above prior to City Council's consideration of a final map, then this requirement shall be null and void as to Owner/Applicant's project.	M	CD		
196.	<p>New Middle School and High School Site</p> <p>The locations of the elementary school sites and the combined middle school/high school were initially established during the City's processing and approval of the Folsom Specific Plan, at which time all Plan Area participants were engaged in the review of land planning and land uses. In 2015, the Folsom Cordova Unified School District raised concerns that the planned location of the future combined middle school/high school site may not be preferred.</p> <p>Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), the site(s) for the future high school and middle school in the Folsom Plan Area will be identified and approved by the City, in consultation with the Folsom Cordova Unified School District.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every</p>	M	CD	The City, the Folsom Cordova Unified School District (FCUSD) and the Landowners in the Folsom Plan Area successfully negotiated the proposed locations of the combined middle school/high school site. The City Manager informed the Landowners that this condition of approval has been satisfied with a letter dated June 12, 2018. The letter is on file with the City.	Yes

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196. Cont.	<p>Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the high school and middle school site(s) has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> <p>If Owner/Applicant proposes final maps in phases, Owner/Applicant may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site(s) as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion.</p>	M	CD		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
196. Cont.	<p>If and when the City amends the Amended and Restated Development Agreement ("ARDA") for any other Folsom Plan owner to include the language described below, in addition to the above and subject to the paragraph below, Applicant agrees to a future modification of Section 2.5.3B of the ARDA as follows:</p> <p>Section 2.5.3B Prior to Approval of First Final Small Lot Map in the FPA (or First Building Permit if Development May Occur Without Any Subdivision) or as otherwise specified below:</p> <p>....(10) A site or sites identified as suitable by the City, in consultation with the Folsom Cordova Unified School District, for use as the future high school and middle school in the Folsom Plan Area shall be identified and approved by the City in consultation with the Folsom Cordova Unified School District. If a supplemental fee is required to support the development of such identified site(s), the applicant agrees to support the establishment of such fee in accordance with the Mitigation Fee Act and to pay such fee, so long as such fee is equitably shared by all similar development within the Plan Area.</p> <p>The City will be proposing the amendment to Section 2.5.3B as described above as to other Folsom Plan Area landowners seeking future</p>	M	CD		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
196. Cont.	specific plan amendment, tentative subdivision map or ARDA amendments. If and when the City modifies the ARDA for any other Folsom Plan Area landowner to add this section, then Applicant will agree to a modification of its then existing ARDA or amendment thereto. If the City does not amend the ARDA with respect to any other landowner to include the provision set forth above prior to City Council's consideration of a final map, then this requirement shall be null and void as to Owner/Applicant's project.	M	CD		
197.	The owner/applicant shall comply with the Developer Cooperation Agreement between The New Home Company and Elliott Homes.	M	CD	The Developer Cooperation Agreement between the owner/applicant (successor to The New Home Company) and Elliott Homes, Inc. has been executed. The Community Development Department has verified compliance for the Phase 3B subdivision.	Yes

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