

FOLSOM PLAN AREA MASTER SERVICES ELEMENT

City of Folsom
California

20 August 2011

**A City of Folsom, California Report on
the Folsom Plan Area
Master Services Element**

**City of Folsom
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City of Folsom

**Master Services Element
*for the Folsom Plan Area***

20 August 2011

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EXECUTIVE SUMMARY

Since its beginnings in the 1850s, to its incorporation as a City in 1946, Folsom has expanded its boundaries to keep pace with the increasing demand for land for new homes, businesses and public institutions. With an ever diminishing land base, the City concluded in the late 20th century that it was in its best interest to look south, beyond Highway 50, to expand its boundaries for future growth. In 2001, the Sacramento Local Agency Formation Commission (LAFCo) approved the City's application to expand its Sphere of Influence Area (SOIA) south to White Rock Road to include all of the land bounded on the north by Highway 50, to the south by White Rock Road, to the west by Prairie City Road, and to the east by the Sacramento County/El Dorado County boundary line.

The SOIA approval as well as a Memorandum of Understanding between the City and the County of Sacramento specified that a number of conditions be satisfied prior to annexation of the SOIA by the City of Folsom. Among the major conditions was the requirement that the City secure a new water sources for the SOIA, preserve thirty percent of the area as open space and engage in a comprehensive planning process that would include input from the citizens of Folsom.

The result of the decade long planning process was the completion and approval of the Folsom Plan Area Specific Plan (FPASP), associated master planning documents and a joint Environmental Impact Report/Statement (EIR/EIS) that calls for the creation of a 3,510-acre comprehensively planned community composed of new development patterns based on the principles of *Smart Growth* and *Transit Oriented Development*. Consistent with these principles, the FPASP includes a mix of residential, commercial, employment and public uses complemented by recreation amenities including a significant system of parks and open space, all within close proximity to one another and interconnected by a network of "Complete Streets", trails and bikeways consistent with SACOG Blueprint principles and the requirements of AB 32 and SB 375.

The approved FPA plan allows for the entitlement of 10,210 residential units across a broad range of residential unit types including single family detached homes, duplexes and patio homes as well as a range of multi-family residential housing types including townhomes, apartments, and condominiums and live/work studios. The Plan also provides a variety of retail and wholesale commercial, light industrial and office based land uses that will provide local jobs and contribute to the City's jobs/housing balance. In addition to residential and commercial uses, the Folsom Plan Area will provide a substantial amount of parks, open space, schools and other important community-serving uses:

<u>Plan Area Land Uses</u>	<u>Area</u>	<u>% of Plan Area</u>
Residential	1,473.9 acres	42.0%
Commercial / Office	510.8 acres	14.6%
Public / Quasi Public	301.0 acres	8.6%
Open Space:	1,053.1 acres	30.0%
Major Circulation	171.6 acres	4.8%

The SOIA conditions of approval also require, prior to annexation of the Plan Area, the following plans be completed and submitted to LAFCo: a Transit Master plan, an Operational Air Quality Mitigation Plan, a Bikeway Master Plan, a Public Facilities Finance Plan and an updated *Master Services Element* plan.

The Master Services Element satisfied both the SOIA conditions of approval as well as the City of Folsom requirement for the preparation of an *Area Facilities Plan* for new development areas in the City. The Plan Area is currently undeveloped land under the jurisdiction of Sacramento County with minimal urban services and facilities. Upon successful annexation to the City of Folsom, urban services such as water, wastewater, stormwater, streets, bikeways, schools, parks and police and fire protection will be required for development to proceed. Some existing services within the boundaries of the FPA are currently provided by Sacramento County Agencies, Special Districts, Joint Powers Authorities and public school districts. The reorganization of the FPA proposes attachments and detachments from some Special Districts, and the transfer of service responsibilities from some County of Sacramento Agencies to the City of Folsom. The majority of private service providers now serving the FPA will continue to do so after annexation.

The Master Services Element outlines the requirements for an MSE, the FPA setting in; existing land uses and zoning; current service providers; an overview of the Folsom SOIA Planning History; annexation issues; proposed service providers; planned infrastructure and a brief overview of construction timing, costs and funding. The information in the MSE is based primarily on the FPASP, the FPASP EIR/EIS, the Water, Wastewater and Stormwater Master Plans and the Public Facilities Financing Plan and those documents should be referred to for more detailed information on proposed capital improvement costs, timing of construction and funding sources.

The most recent cost estimate for construction of Plan Area capital facilities is in excess of 1.2 billion dollars. However, this cost should be viewed in context with the anticipated build-out period for the FPA, perhaps as long as thirty years, depending on market conditions. The primary source of capital facilities financing will be existing city development fees, special developer fees specific to the FPA and other funding sources external to the existing city.

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1.0 INTRODUCTION

Preparation of an updated Master Service Element (MSE) is a condition of the City of Folsom Sphere of Influence Amendment application that was approved by the Sacramento LAFCo Commission on 6 June 2001. Condition 3 of Resolution No. LAFC 1196 states: *"In any application to annex property within the Sphere of Influence Amendment Area, the City of Folsom shall submit to LAFCo for its review and approval, an updated Master Services Element which includes a program of implementation and financing measures necessary to support the provision of major components of infrastructure and services, and other essential facilities, need to support the proposed distribution, location, extent and intensity of land uses proposed within the Sphere of Influence Amendment area. The Master Services Element shall identify a water source(s) and the ability to acquire said water source(s) sufficient to serve the area contained in the annexation application. The Master Services Element shall identify the process the City will undertake to acquire and secure a water supply sufficient for LAFCo to determine compliance with Condition (11)(a) of this resolution."*

In order to satisfy Condition 3 as well as the other conditions of approval contained in Resolution LAFC 1196; the terms of agreement stated in the Memorandum of Understanding (MOU) between the City of Folsom and the County of Sacramento; and the goals and policies of Chapter 33 of the City Folsom General Plan, the City concluded that it should embark on a comprehensive planning effort for the Sphere of Influence Amendment (SOIA) area with the goals of avoiding piecemeal development, providing opportunities for public participation in the planning process, and preserving natural habitat and open space including existing oak woodlands. In order to achieve these goals, the City determined that a public visioning process and preparation of a specific plan and environmental impact report would be the best course of action.

Preparation of an updated MSE can also satisfy the Folsom General Plan (FGP) requirement for an Area Facilities Plan. As allowed for in Chapter 33.1 of the FGP, *"from time to time a suitable substitute to an Area Facilities Plan, as provided for in Section VII of the Urban Development Policy, may be approved and would be included in this document"*

Folsom General Plan Goal 40, contained in Chapter 33 – Public Facilities, aims to *"set targets for the ultimate build-out of the City, to plan for the provision of public facilities and services to meet this level of development and to phase development according to the capacity of public facilities and services to meet those targets"*.

The policies contained in FGP Chapter 33 set forth the conditions and requirements for serving new development not served by existing municipal facilities:

Policy 40.1 – No permit for construction shall be issued for any new development not served by existing municipal facilities until the following conditions have been met:

- 1. The applicant can provide for the installation and/or financing (through fees or other means) of needed public facilities.*
- 2. The project is included in the area covered by an existing facilities plan approved by the City.*
- 3. The project can be served by on-site or private facilities meeting city and county health and safety requirements.*

Additionally, *Policies 40.2, 40.3, 40.4 and 40.5* set forth the requirements for area facilities plans and the requirement that no development occur south of U.S. Highway 50 *"until such time as the City has acquired an additional water supply which is adequate to supply such development as required under the Urban Development Policy"*.

2.0 SETTING

Location

The Folsom Plan Area (Plan Area) is located south of the City of Folsom and encompasses all of the Sphere of Influence Amendment (SOIA) area approved by LAFCo in 2001. The Plan Area comprises approximately 3,510-acres and is bounded on the north by Highway 50, White Rock Road to the south, Prairie City Road to the west, and the Sacramento/El Dorado County line to the east (refer to Figure 2.1).

Natural Features

Located at the eastern edge of the Sacramento Valley, the Plan Area consists of gently rolling hills covered with grasslands and areas of oak woodlands. Alder Creek and its seasonal tributaries are present, mainly in the western two-thirds of the site. Poor soils and little groundwater render the site incapable of supporting full-scale agricultural operations.

The Plan Area consists of two distinct topographic regions: hillside and valley floor. The hillside region includes all of the property east of Placerville Road and consists of hilly terrain located where the lower foothills of the Sierra Nevada mountain range join the Sacramento Valley floor. Elevations vary from 440 to 800 feet above sea level. This rise in elevation is the first dramatic topographic change seen from the vantage point along Highway 50 heading eastward. Existing slopes range from 5% to in excess of 30%. The majority of slopes within region average 15%.

The topography of the second region consists of gently rolling terrain located on the valley floor between Placerville Road on the East, Highway 50 on the north, White rock Road on the south and Prairie City Road on the west. The majority of slopes within this region range between 0% and 15%; however, some isolated steep slopes exist along the edges of Alder Creek and its associated tributaries and seasonal drainages. Additionally, the western portions of this region contain extensive native oak woodlands.

The Plan Area lies within four separate watersheds: Alder Creek, Buffalo Creek, Coyote Creek and Carson Creek. Alder Creek and Buffalo Creek are tributaries to the American River; Coyote Creek and Carson Creek are tributaries to the Cosumnes River. Approximately 642-acres of existing oak woodlands exist in the section of the Plan Area between Prairie City and Scott Roads.

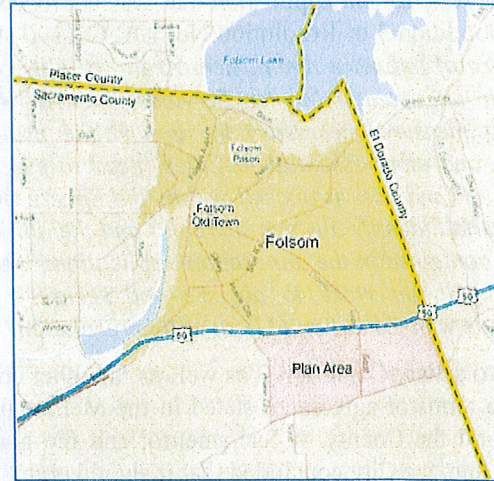


Figure 2.1: Folsom Plan Area



Plan Area Oak Woodlands

Man-Made Features

Several radio broadcasting towers are located on the most prominent hill in the Plan Area and will be removed prior to the construction of homes. Additionally, a SMUD overhead double circuit 230 kV electric transmission line traverses the site in a north/south-southwest direction, approximately one-quarter mile east of Prairie City Road. One existing single-family residence is centrally located in the Plan Area, and may remain during build-out of the Plan.

Existing Land Use & Zoning

The existing land uses north of the Plan Area and Highway 50 include a balanced community of homes, businesses and shopping centers. To the east of the Plan Area, in El Dorado County, is the El Dorado Hills community with its residential neighborhoods and Town Center. To the south, of the Plan Area, across White Rock Road are undeveloped open grasslands used for cattle grazing. The Aerojet missile and propulsion facility is located immediately west of the Plan Area as well as the recently approved master-planned communities of Glenborough at Easton and Easton Place. The Sacramento County General Plan Land Use designations and zoning are:

Sacramento County Land Use

General Agriculture 80/Resource
Conservation Area
General Agriculture 80

Sacramento County Zoning:

A-10 Interim Agriculture, 10-acre minimum lot size
AG-20 Agricultural, 20-acre minimum lot size
AG 80 Agricultural, 80-acre minimum lot size
SPA, Special Planning Area

Existing Service Providers

Currently, the Plan Area is undeveloped land in Sacramento County with few urban services. The service providers whose boundaries and spheres of influence take in the Plan Area include a number of special districts, joint powers authorities, public school districts as well as a number of County of Sacramento Agencies:

School Districts

Folsom Cordova Unified School District (FCUSD)

The FCUSD is located in the eastern portion of Sacramento County and encompasses the cities of Folsom and Rancho Cordova and unincorporated areas of the county including the Plan Area. The FCUSD serves grades kindergarten through 12 and has a total enrollment of 18,893 students (2010-11 CDE, Data Quest Report). In March 2007, voters in FCUSD School Facilities Improvement District (SFID) 3 approved a \$750 million general obligation bond to help pay for as many as 30 new schools in the largely undeveloped areas south of Highway 50 and east of Sunrise Blvd. including the Plan Area. Currently, no public schools exist within the boundaries of the Plan Area.

Los Rios Community College District (LRCCD)

The LRCCD is a two-year public college district serving the greater Sacramento region. The 2,400 square mile service area of the LRCCD includes Sacramento and El Dorado Counties and parts of Yolo, Placer and Solano Counties and includes more than 90,000 enrolled students. The LRCCD campuses include American River, Cosumnes River, Folsom Lake, and Sacramento City colleges; and major centers in Placerville, Davis, West Sacramento, downtown Sacramento, Natomas, and Rancho Cordova; and special services for business and industry. The LRCCD offers college transfer education and AA/AS degrees and certificates in over 70 career fields.

Sacramento County Agencies

Sheriff

The Sacramento County Sheriff's Department (SSD), is the local law enforcement agency that serves Sacramento County, California. SSD provides general-service law enforcement to unincorporated areas of Sacramento County, including the Plan Area, as well as the City of Rancho Cordova. The SSD also holds primary jurisdiction over facilities operated by Sacramento County, such as local parks, marinas, and county government building and provides marshal service for the Superior Court of California, County of Sacramento. The SSD also operates the Sacramento County Jail and the Rio Cosumnes Correctional Center in Elk Grove; and provides services such as laboratories and academy training to smaller law-enforcement agencies within the county. Upon annexation, law enforcement responsibility Plan Area will transfer to the City of Folsom Police Department.

Animal Control

The Department of Animal Care and Regulation works to protect the health and safety of animals and humans and enforce local and state laws that pertain to animal welfare. The department investigates, quarantines and helps prosecute vicious animal cases and animal cruelty cases; Patrols, impounds and works with local non-profit animal associations to facilitate animal adoptions; operates low cost rabies clinics and offer low-cost spay/neuter services and vouchers; and runs the pet licensing program in the unincorporated Sacramento County, including the Plan Area. Upon annexation, animal control responsibility will transfer to the City of Folsom as an extension of its current services.

Building & Code Enforcement

The Department of Building & Code Enforcement works with contractors, developers and homeowners to ensure safe and reliable construction projects, handles surveying for County projects and enforces the county zoning code through code enforcement. Upon annexation, building & code enforcement will transfer to the City of Folsom.

Department of Transportation

The Department of Transportation is responsible for improving, operating and maintaining the unincorporated area roadway system (including the Plan Area) for citizens and commerce. This includes being a leader in efforts to provide more efficient and safer roadways for pedestrians and bicyclists. Upon annexation, transportation services will be transferred to the City of Folsom; responsibility for Plan Area perimeter roads, including White Rock and Prairie City Roads, will be served under shared service as defined by the City and the County.

Water Resources Department

The Department of Water Resources provides drainage, flood control, water supply, rain and creek level information, regulation and permits, flood insurance program and stormwater management services to various service areas of unincorporated Sacramento County, including the Plan Area, and the Cities of Citrus Heights, Elk Grove and Rancho Cordova. Upon annexation, the City of Folsom will assume responsibility for water resources.

Waste Management and Recycling

The Waste Management and Recycling Department is responsible for maintaining a waste management system for residents and businesses in the unincorporated area of Sacramento County, including the Plan Area. The department manages:

- Garbage recycling and collection services for residences
- Garbage disposal and recycling facilities
- Recycling programs

Upon annexation, the City of Folsom will assume responsibility for waste management and recycling.

Joint Powers Authorities

A joint powers authority consists of two or more public agencies jointly exercising powers, limited by the combined territorial jurisdictions of the individual agencies. Joint powers agencies are beyond the purview Local Agency Formation Commissions. A number of Joint Powers Authorities boundaries include the Plan Area:

Cable TV Commission

The cable TV commission investigates complaints regarding construction, installation and billings and work with cable company toward resolution. The commission also operates a cable television channel on the cable system called METROCABLE 14 on behalf of the participating jurisdictions including Sacramento County, and the cities of Sacramento, Citrus Heights, Elk Grove, Folsom, Galt and Rancho Cordova.

Sacramento Area Flood Control Agency

The SAFCA provides the Sacramento region with as much flood protection as is appropriate for a heavily populated urban area, much of which is subject to significant inundation in the event of an uncontrolled flood. The boundaries of the agency include the City of Sacramento, Sutter County, Reclamation District 1000, the American River Flood Control District and unincorporated Sacramento County including the Plan Area. Upon annexation, the City of Folsom will assume responsibility for flood control.

Sacramento County Waste Management and Recycling

The Sacramento County Waste Management and Recycling authority serves the unincorporated areas of Sacramento County and provides residential garbage and recycling collection services for residential customers including the Plan Area. The SCWMR also operates the Kiefer landfill and the North Area Recovery station.

Sacramento Metropolitan Air Quality Management District (SMAQMD)

The SMAQMD is governed by a fourteen member Board of Directors composed of all five Sacramento county Supervisors, four members of the Sacramento City Council, one member representing each of the cities of Citrus Heights, Elk Grove, Folsom and Rancho Cordova and one member representing the cities of Galt and Isleton. The SMAQMD is organized into four divisions including the Administration Division, the Land Use and Mobile Source Division, the Program Coordination Division and the Stationary Source Division to achieve the District's mission of protecting public health and the environment through innovative and effective programs to achieve clean air. Its boundaries are coterminous with those of Sacramento County and include all of the cities in the county.

Sacramento Public Library

The Sacramento Public Library has served the people of Sacramento County for more than 150 years. The Library is the fourth largest library system in California serving more than 1.3 million residents in unincorporated areas of Sacramento County (including the Plan Area) and the cities of Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova and Sacramento. The system is a Joint Powers

Authority and operates 28 libraries including the central library in downtown Sacramento. Upon annexation, the Plan Area will be served by the City of Folsom Public Library.

Sacramento Regional Solid Waste Authority

The Sacramento Regional Solid Waste Authority regulates commercial solid waste collect by franchised haulers in the City of Sacramento and the unincorporated areas of the county, including the Plan Area. Upon annexation, the City of Folsom will assume responsibility for commercial solid waste collection.

Sacramento Regional Transit District (RT)

The RT was established in 1973 with the acquisition of the Sacramento Transit Authority and operates bus and light rail service in the region. The RT is governed by an 11-member Board of Directors comprised of members of the Sacramento, Rancho Cordova, Citrus Heights, Elk Grove and Folsom City Councils as well as the Sacramento County Board of Supervisors. RT's service area includes 418 square miles of the county including the Plan Area. The RT District include all of Sacramento County including the Cities of Sacramento, Elk Grove, Rancho Cordova, Citrus Heights, and Folsom. Currently no transit routes are located in the Plan Area. Upon annexation, local bus service in the Plan Area will be provided by the City of Folsom.

Sacramento Transportation Authority (STA)

The STA was formed in 1988 by Sacramento County voter approval of Measure A which distributes the ½ cent county-wide sales tax to Sacramento County and the cities of Citrus Heights, Elk Grove, Folsom, Galt, Isleton and Rancho Cordova. The sales tax is specifically earmarked for the construction of highways, streets, maintenance of existing streets, increase bus and light rail service, increased transportation services for the elderly and handicapped and transportation related air quality programs for Sacramento County, including the Plan Area, and the cities previously described.

Capital Southeast Connector

In December 2006, the cities of Elk Grove, Folsom and Rancho Cordova, as well as El Dorado and Sacramento Counties, collaborated to form a Joint Powers Authority to proceed with planning, environmental review, engineering design and development of the Elk Grove-Rancho Cordova-El Dorado Connector project (The Capital SouthEast Connector). The connector corridor includes portions of the Plan Area.

Sacramento-Placerville Transportation Corridor Joint Powers Authority

The SPTC-JPA was established "to provide for the acquisition of the Southern Pacific Transportation Company's Placerville Branch and to provide reciprocal use agreements for transportation and transportation preservation uses as many be desired by the member agencies through the creation of a joint power authority." The agreement established the member agencies rights and responsibilities with respect to the acquisition ownership, use, operation, improvement, maintenance and eventual disposition of the rail corridor. The SPTC includes portions of the Plan Area.

Special Districts

Special Districts are local governments separate from general purpose government such as cities or counties established to provide one or more specific services in a defined area. Special Districts may be dependent or independent and serve a single service or multiple purposes. The most common types of special districts in California are fire protection, community service, cemetery, waste disposal, water supply, parks and transportation districts. Currently, there are a number of special districts whose spheres of influence and/or service areas include all or part of the FPA:

Sacramento Metropolitan Fire District

The Sacramento Metropolitan Fire District (Sac Metro Fire) is organized pursuant to the provisions of California Health and Safety Code, Section 13800 et seq. The District's current configuration is the result of the reorganization of the American River and Sacramento County Fire Protection Districts on 1 December 2000. Sac Metro's Service Area and Sphere of Influence are coterminous and encompass approximately 417 square miles of Sacramento County and a southwester portion of Placer County, consisting of about an additional 1.5 square miles (see Figure 4.1). The Service Area and the Sphere of Influence include the Folsom Plan Area. The District provide emergency response related to structural and wild land firefighting, aircraft rescue firefighting, technical rescue, swift water rescue, hazardous materials mitigation, and paramedic medical services. Detachment from this Special District is proposed.

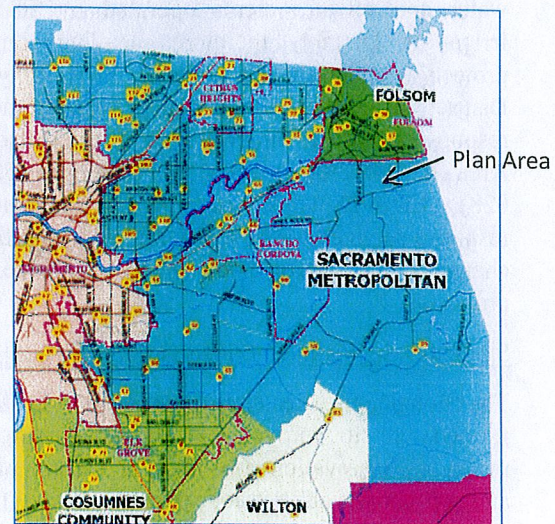


Figure 2.2 - Sac Metro Service Area

El Dorado Irrigation District

The El Dorado Irrigation District (EID) is a multi-county special district. The district was formed to provide water and wastewater services to the western sections of El Dorado County and a small area of the Plan Area (APN 072-0070 & 002 and APN 072-0270-028)) Consistent with Condition 12 of Resolution No. LAFC 1196 no change to the sphere of influence or service area is proposed.

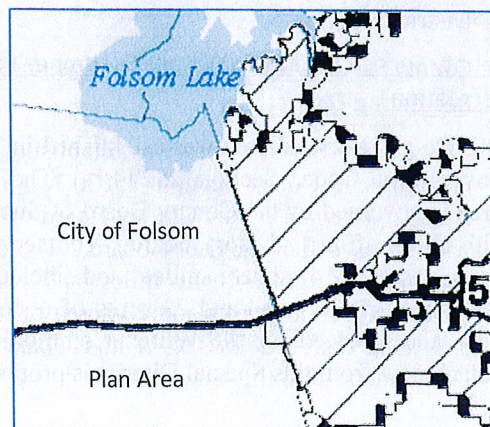


Figure 2.3 – EID Service Area

El Dorado County Water District
(El Dorado Hills Fire Department)

The El Dorado Hills Fire Department (EDHFD) is a multi-county district organized pursuant to the provisions of California Health and Safety Code, Section 13800 et seq. The District was formed to provide water and sewer and fire protection services to the community of El Dorado Hills in 1963. In 1973, the citizens of El Dorado Hills voted to have the water and sewer systems operated by El Dorado Irrigation District, therefore, leaving only fire protection under the direction of the County Water District Board. The District provides emergency response as well as small portion of the Folsom Plan Area (APN 072-0070-001 & 023 and APN 072-0270-028). EDHFD will continue to provide emergency response services to above referenced properties. No change to the sphere of influence or service area is proposed.

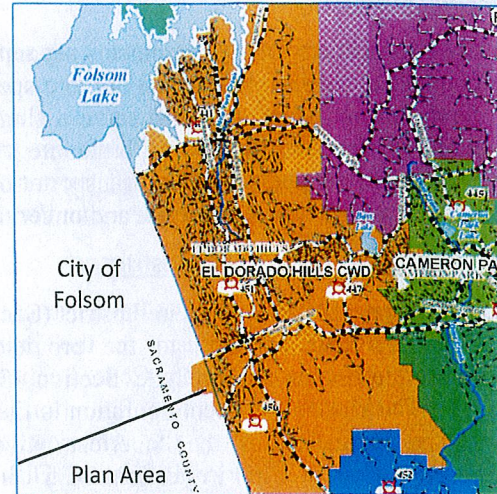


Figure 2.4 - EDHFD Service Area

Sloughhouse Resource Conservation District

The Sloughhouse Resource Conservation District was formed in to provide efficient, comprehensive resource conservation practices for natural resources and soil conservation practices to the landowners and agricultural interest in the southeastern sector of Sacramento County. RCD boundaries encircle agricultural area with common soil practices and conservation problems. Detachment from this Special District is proposed.

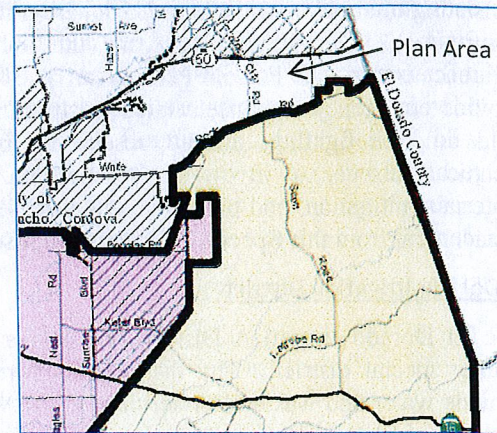


Figure 2.5 - Sloughhouse RCD Service Area

County Service Area #4B (Wilton- Cosumnes Park & Recreation District)

This County Service Area was established in 1962 by Government Code, Section 25220.1. The Service Area is governed by the County Board of Supervisors with an ex officio advisory board. The service area encompasses 114 square miles and includes two developed school parks and 23-acres of undeveloped park land reserved for the Wilton Community Park. Detachment from this Special District is proposed.

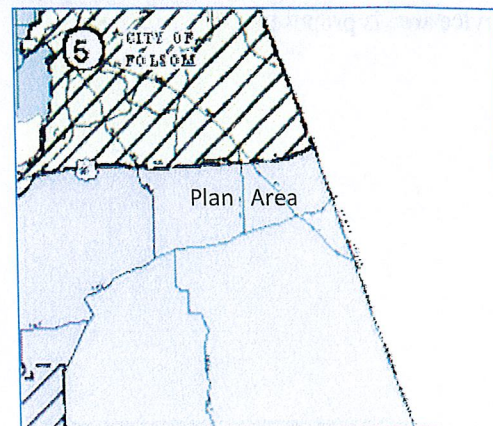


Figure 2.6 - CSA 4B Service Area

Fair Oaks Cemetery District

The Fair Oaks Cemetery District was established 23 August 1926 under Health and Safety Code Section 88990 to provide burial/cremation sites for the residents of the District. The District contains one 11-acre cemetery in the community of Fair Oaks. The District is governed by a five member Board of Trustees appointed by the Sacramento County Board of Supervisors. The District size is approximately 78 square miles and includes all of the Plan Area. No change of service is proposed for this Special District.

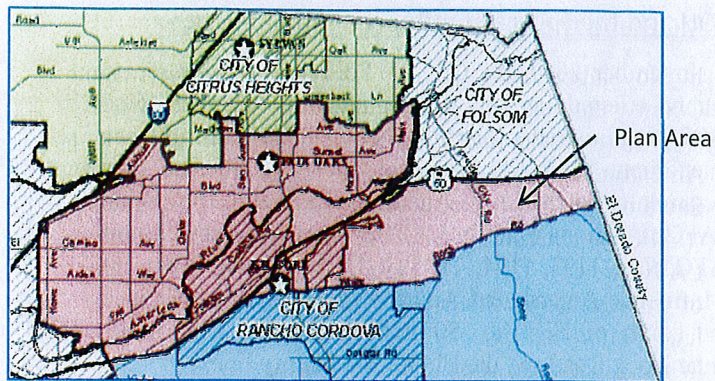


Figure 2.7 - Fair Oaks Cemetery District

Sacramento-Yolo Mosquito & Vector Control District

The Sacramento-Yolo Mosquito and Vector Control District was established in 1946 to provide mosquito and vector control services to both Sacramento and Yolo counties, including the Plan Area. The District performs its duties of monitoring and controlling all known sources of mosquito breeding sites.

Utility Service Providers

Electric Service – Sacramento Municipal Utility District (SMUD)

The Sacramento Municipal Utility District is a community owned electric utility governed by a seven-member Board of Directors. Serving 592,000 customers and a total population of about 1.4 million, SMUD is the sixth-largest public utility in the country. Since 1946, SMUD has been providing public power to its 900-square mile service territory that encompasses Sacramento County, including the Plan Area, and small adjoining portions of Placer and Yolo County.

Natural Gas Service – Pacific Gas & Electric Company

Pacific Gas & Electric Company is one of the largest combination natural gas and electric utilities in the United States. The company provides natural gas and electric service to approximately 15 million people throughout a 70,000 square mile service area, including the Plan Area, in northern and central California.

Telecommunication Services – AT&T

In 2005 SBC Communication acquired AT&T Corp. creating the new AT&T. AT&T offers one of the world's most advanced and powerful global networks and the nations' fastest mobile broadband network. AT&T is the local exchange carrier in the region as is the primary provider of telephone service in the region, including the Plan Area.

Cable Television Services – Comcast Corporation

Comcast Corporation is one of the world's leading media, entertainment and communications companies. Comcast is principally involved in the operation of cable systems through Comcast Cable. Comcast offers digit cable in Sacramento County, including the Plan Area.

3.0 FOLSOM SOIA PLANNING & PUBLIC INVOLVEMENT HISTORY

MOU and the Sphere of Influence Amendment

In November 2000, the City of Folsom and Sacramento County entered into a Memorandum of Understanding (MOU) regarding the City of Folsom's Sphere of Influence Amendment (SOIA) proposal pending before the Sacramento County Local Agency Formation Commission (LAFCo). In June 2001, LAFCo approved (Resolutions LAFC Nos. 1193, 1194, 1195 & 1196) the City's Sphere of Influence Amendment Application for the undeveloped land south of Highway 50 between Prairie City Road, White Rock Road and the El Dorado County line.

Project Visioning and Public Participation

A series of Community Visioning workshops were held in the fall of 2003 and early 2004 to obtain input from Folsom residents for the SOIA area. Citizen input came from several sources including, input from community surveys, stakeholder interviews and meetings with property owners. From these meetings came several alternative land use scenarios.

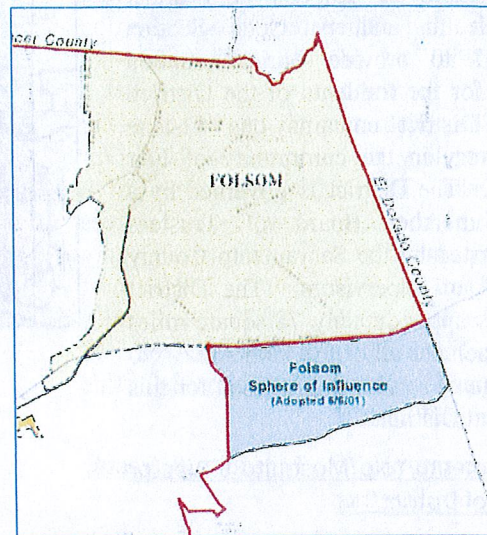


Figure 3.1 - Approved Folsom SOIA Area

Measure W and City Charter Amendment

In November 2004, Measure W was overwhelmingly approved by 69% of the City of Folsom voters. With the passage of Measure W, Article 7.08 was added to the City Charter that specifies the requirements for annexing the SOIA lands south of Highway 50:

City Charter Article 7.08 - Local Control of Land South of Highway 50

The City Council shall take the following actions prior to the approval by the Local Agency Formation Commission of the annexation of any of the land bounded by Highway 50, White Rock Road, Prairie City Road and the El Dorado County Line, hereafter referred to as "the Area."

- A. Water Supply. Identify and secure the sources of water supply(ies) to serve the Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.
- B. Transportation. Adoption of an Infrastructure Funding and Phasing Plan by the City Council providing for the construction of roadways and transportation improvements that are necessary to mitigate traffic impacts caused by any development of the Area. The infrastructure funding and phasing plan shall identify the timing for construction of all transportation improvements, including any required improvements along the Highway 50 corridor, and the timing of the construction of those improvements shall be tied to the anticipated rate of growth and associated traffic impacts. Folsom residents north of Highway 50 shall not be required to pay fees for the construction of any new transportation improvements required to serve the Area.
- C. Open Space. Adoption of a plan by the City Council requiring 30 percent of the Area to be maintained as natural open space to preserve oak woodlands and sensitive habitat areas. Natural open space shall not include active park sites, residential yard areas, golf courses, vehicle staging areas, and their associated landscaping.

- D. Schools. Submission of a plan to the Folsom Cordova Unified School District providing for the funding and construction of all necessary school facilities for the Area, so that Folsom residents north of Highway 50 are not required to pay for the construction of new school facilities serving the Area and existing schools are not overcrowded by development in the Area.
- E. Development Plan. Adoption of a General Plan Amendment by the City Council to serve as the blueprint for development within the Area. The General Plan Amendment for this Area shall only be adopted after the completion and certification of an Environmental Impact Report. The environmental review shall include an evaluation of cultural, archaeological and prehistoric resources.
- F. Public Notice. The General Plan Amendment for the Area shall only be adopted by the City Council after comprehensive public meetings and hearings before the Planning Commission and City Council. Every registered voter in the City shall be mailed a notice of the time, place and date of the public meetings and hearings before the Planning Commission and City Council, along with a summary report on the proposed development plan. Further, the summary of the development plan and a summary of the associated environmental review shall be available for public review in the City Clerk's office, at all Folsom Public Libraries and on the City website.
- G. Implementation. All existing City plans, policies, ordinances, and other legislative acts shall be amended as necessary, as soon as possible and in the time and manner required by State law, including the California Environmental Quality Act, to ensure consistency between this Charter Amendment and those plans, policies and other provisions. Any plans required to be adopted by the City Council in subsections (A) through (E) of this section shall only be adopted after compliance with the California Environmental Quality Act and upon adoption shall take precedence over any other plans or policies relating to the Area, regardless of the manner, method or time of enactment.

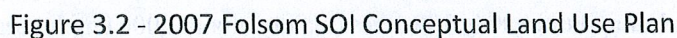
Annexation Concept Plan

In June of 2005, the Folsom City Council unanimously selected an Annexation Concept Plan, which incorporates the following:

- Open space totaling 30% of the Plan area for the preservation and conservation of oak woodlands, drainage corridors, and other resources.
- Schools and City Parks.
- A central area with retail, services and high density residential units.
- A variety of housing options including approximately 110 acres of executive housing, 590 acres of large lot residential housing, 900 acres of small lot housing, and 50 acres of high density housing including condominiums and apartments.
- New residential dwelling units covering 1,800 acres.
- A variety of employment opportunities for approximately 8,800 to 10,300 employees.
- Highway commercial of approximately 100 acres (mainly retail, 2,000 employees), 70 acres of business professional (mainly office and service support, 2,800 employees), and 125 acres of retail/office space (4,000 to 5,000 employees).
- Additional employment opportunities for schools, parks, public and quasi-public buildings.
- Major roads totaling approximately 107 acres.

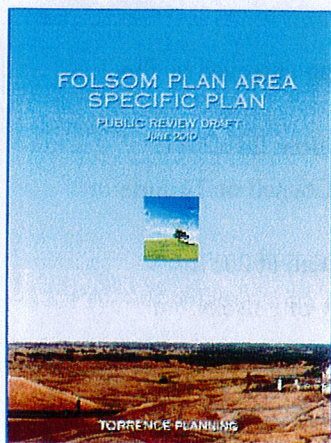
The Folsom Plan Area Team (consisting of property owners, the consultant team and the City of Folsom) met weekly to address issues relevant to preparing a conceptual Land Use Plan. Issues related to open space allocation, schools, parks, transit, land use, traffic and circulation, affordable housing, trails and buffers, public facilities and services were discussed and analyzed. After an extensive and collaborative effort, the Project Team presented the refined Conceptual Land Use Plan to the City Council, the Planning Commission and the residents of Folsom on the following dates:

- The Folsom SOI Conceptual Land Use Plan (See Figure 3.2) became the basis for the preparation of the Folsom Plan Area Specific Plan, Environmental Impact Report and other required planning documents including the Transit Master Plan, the Operational Air Quality Mitigation Plan, the updated Bikeway Master Plan, the Public Facilities Financing Plan, and the water, wastewater and drainage master plans.

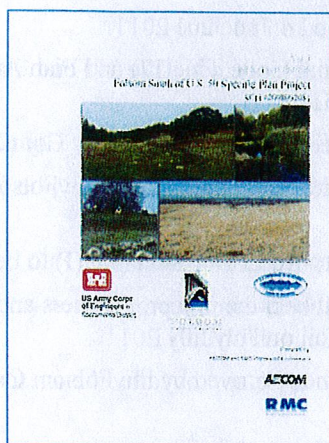


Folsom Plan Area Specific Plan & Environmental Impact Report

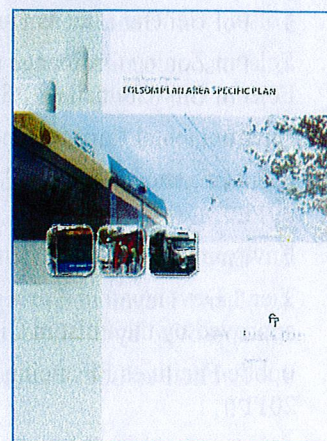
On 14 June 2011, after years of conducting extensive public workshops and study sessions, the Folsom City Council certified the FPASP Environment Impact Report and a General Plan Amendment. On 28 June 2011, the Folsom City Council approved the FPASP and the Pre-Zoning for the Plan Area. On 12 July 2011, the Folsom City Council approved the Plan Area Tier 1 Development Agreement and on 28 July 2011 the Council approved the Plan Area Transit Master Plan, the updated Master Bikeway Plan, the Operational Air Quality Mitigation Plan and the Water, Wastewater and Drainage Master Plans and the Public Facilities Financing Plan.



FPASP



FPASP EIR/EIS



FPASP Transit Master Plan

FPA Planning Goals & Principles

The FPASP is based on The City of Folsom General Plan, with an emphasis on GP Goals 1, 4, 8, 10, 17, 18, 22, 23, 25 and 36 (See City of Folsom General Plan). Additionally, the FPASP subscribes to the SACOG Smart Growth Blueprint Principles of as well as its own set of Planning Principles to help guide the vision for the development of the Plan Area as follow:

1. Create a well-integrated, comprehensively planned community that implements and is consistent with the City of Folsom's General Plan.
2. Promote a multi-faceted approach to creating a sustainable community by incorporating appropriate Smart Growth principles into the plan design.
3. Conserve and preserve natural, environmental, and visual resources within the Folsom Plan Area.
4. Provide commercial land uses intended to serve both regional visitors and local residents.
5. Provide diverse housing opportunities responsive to local needs, incomes and lifestyles.
6. Improve the City's jobs/housing balance by providing employment opportunities in close proximity to housing.
7. Create a comprehensive system of parks and open space that provides recreational opportunities for the community.

Relationship to Relevant Planning Documents and Agreements

Upon annexation, development of the Plan Area will be implemented by the City of Folsom with the supporting documents listed below. These documents will be used in conjunction with the FPASP to ensure full implementation of all General Plan and Specific Plan goals and policies.

1. LAFCo Resolutions LAFC 1193, 1194, 1195 and 1196 dated 2001
2. Memorandum of Understanding (MOU) between the County of Sacramento and the City of Folsom dated 2000.
3. Folsom City Charter and Municipal Code
3. Folsom General Plan as amended on 14 June 2011.
4. Folsom Zoning Ordinance (Municipal Code Title 17) and Plan Area zoning approved by the Folsom City Council on 28 June 2011.
5. Environmental Impact Report certified by the Folsom City Council on 14 June 2011.
6. EIR Mitigation Measures Monitoring Plan approved by the Folsom City Council on 14 June 2011
7. Environment Impact Statement: Record of Decision (ROD) to be issued Fall of 2011.
8. Tier 1 Development Agreement between the property owners and the City of Folsom approved by the Folsom City Council on July 2011
9. Public Facilities Financing Plan to be approved by the Folsom City Council in the Fall of 2011
10. Tier 2 Development Agreements between the property owners and the City of Folsom to be approved by the Folsom City Council in the fall of 2011.
11. The FPASP Transit Master Plan, Bikeway Master Plan, Operational Air Quality Mitigation Plan, and the Water, Wastewater and Drainage Master Plans approved by the Folsom City Council on 26 July 2011.
12. Community Design Guidelines to be approved by the Folsom City Council in the spring of 2012.
13. Open Space Management Plan to be approved by the Folsom City Council in the spring of 2012.

Land Use & Zoning

The FPA is a comprehensively planned community that proposes new development patterns based on the principles of "Smart Growth" and Transit Oriented Development. Consistent with these principles, the FPASP encompasses a mix of residential, commercial, employment and public uses complemented by recreational amenities including a significant system of parks and open spaces, all within close proximity to one another.

The main pedestrian friendly features of the FPA are the town and neighborhood centers. These centers contain areas of concentrated mixed land uses and higher density housing that provide the foundation for walkable neighborhoods and alternative transportation modes. The thoughtful placement and juxtaposition of land uses includes a mixture of local destinations and amenities that help to define distinctive community identity and sense of place.

The various land uses within the FPA are interconnected by a proposed transit corridor and a system of "complete streets", walks, bicycle trails, and pedestrian pathways. Interconnectivity between residential neighborhoods and destination points such as shopping, employment centers, parks and schools offers residents a number of choices to reach their destination. The individual elements of the

The standards and guidelines contained in the FPASP provide a comprehensive framework for future growth and development within the FPA while incorporating flexibility to address and accommodate change market conditions. The FPASP offers a balanced approach to urban development by preserving the physical beauty of the area and satisfying the ongoing needs of the City and its residents.

As required by state law, the FPASP provides a variety of land uses that are consistent with the Folsom General Plan. Additionally, the Plan Area land use designation implement several of the FPASP planning principles including Principle 1: Create a well-integrated comprehensively planned community and Principle 3: Provide a mix of residential and commercial land uses; public facilities; parks and open spaces. The FPASP land use designations provide multiple residential, employment and retail opportunities, as well as open space areas, parks, schools, and other public uses. The Plan Area Land Use Plan is shown in Figure 3.2 and the summary of land uses is included below:



4.0 ANNEXATION ISSUES

Growth & Population

The City of Folsom experienced a steady stream of growth during the 1980's and thereafter. Much of this growth was the result of the expansion of the City through annexations and the resultant new construction. The last major expansion of the City occurred with the annexation of what is commonly referred to as the East Area, consisting of the Broadstone and Empire Ranch master planned communities. Historic growth patterns for the City are shown in Table 4.1.

The Sacramento Area Council of Governments (SACOG) and the U.S. Department of Finance (DOF) are responsible for preparing population growth forecasts for Folsom. SACOG prepares population projections for only El Dorado, Sacramento, Placer, Sutter, Yolo and Yuba Counties while DOF provides population projections for all California Counties. Both agencies base their assumptions on historical U.S. Census information and then project growth rates relative to historic trends. According to the DOF, Folsom's population as of 1 January 2011 was 72,439 (includes the inmate population of Folsom State Prison). At the time of publication of this Master Services Element, a breakdown of the census data for Folsom is not available. According to SACOG's 2008 projections, the City of Folsom is forecast to grow to 101,461 residents by the year 2035.

Much of the projected population growth in the City will occur in the FPA. Table 4.2 indicates projected population in the Plan Area by residential land use designation and average household size for each residential land use type. The estimated Plan Area population of 24,335 will increase the City's total population by approximately 25% when build-out of the FPA occurs in approximately 30 years.

Need for Services

As evident from the preceding section, the City of Folsom is growing and will continue to do so because the city offers opportunities for reasonably priced housing in close proximity to meaningful employment, recreational amenities, high quality public schools, municipal services and shopping. In order to accommodate its share of future regional growth, the City of Folsom needs to annex the FPA and provide the urban services that come with annexation.

Year	Population	Change	AAGR
1950	1,690	-	-
1960	3,925	2,235	8.8%
1970	5,810	1,885	4.0%
1980	11,003	5,193	6.6%
1990	29,802	18,799	10.5%
2000	51,884	22,082	5.7%
2007	70,835	18,951	4.7%
Note: AAGR for 2000-2007 calculated for 6.75-year period (April 1, 2000 to Jan. 1, 2007).			
Source: DOF, Table 2a Historical Census Populations of California State, Counties, Cities, Places, and Towns.			

Table 4.1 – Folsom Growth Rate

Residential Land Use	Number Units	Household Size (No. Persons/Unit)	Population by Residential Type
SF	1,687	2.92	4,926
SFHD	2,933	2.92	8,564
MLD	2,434	1.94	4,772
MMD	1,224	1.94	2,375
MHD	1,251	1.94	2,427
MU-R	681	1.94	1,321
TOTALS	10,210		24,335

Table 4.2 – Plan Area Population

1. Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the Plan Area maximum of 10,210 dwelling units.
2. Floor Area Ratio (FAR) is the ratio of building area to parcel area. The target FAR may be higher or lower for each land use as long as the Plan Area maximum of 5,199,408 SF is not exceeded.
3. For planning purposes, the mixed use land use designation is split 60% residential and 40% commercial area. The target FAR may be higher or lower as long as the maximum commercial, industrial/office park and mixed-use building area of 5,199,408 SF is not exceeded.
4. For planning purposes, net site area of 188.5 acres is used to calculate potential general commercial building area.
5. For planning purposes, 25% of the general commercial building area is calculated as office use (512,919 SF).

Prezoning for the Plan Area, as shown in Figure 3.4, was approved by the Folsom City Council on 28 June 2011. All zoning categories are consistent with the Plan Area land uses:



Effect of Annexation

Annexation will change the existing undeveloped rural character of the Plan Area. However, as previously discussed, the City of Folsom must accommodate its fair share of future regional population growth. Effects of annexation will include:

Existing Agricultural Uses

The FPA does not include any agricultural land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as defined in Appendix G of the State CEQA Guidelines. The Sacramento County Important Farmland map, published by the California Department Conservation's (DOC's) Division of Land Resource Protection, designates the entire Plan Area as Grazing Land.

As shown in Figure 4.1 approximately 1,530 acres of the FPA consists of lands under existing Williamson Act contracts that are in the process of nonrenewal. Notices of nonrenewal were filed on these parcels in 2004 and 2006; as a result, these contracts will expire in 2014 and 2016 (see EIR for additional analysis of impacts on existing agricultural uses).

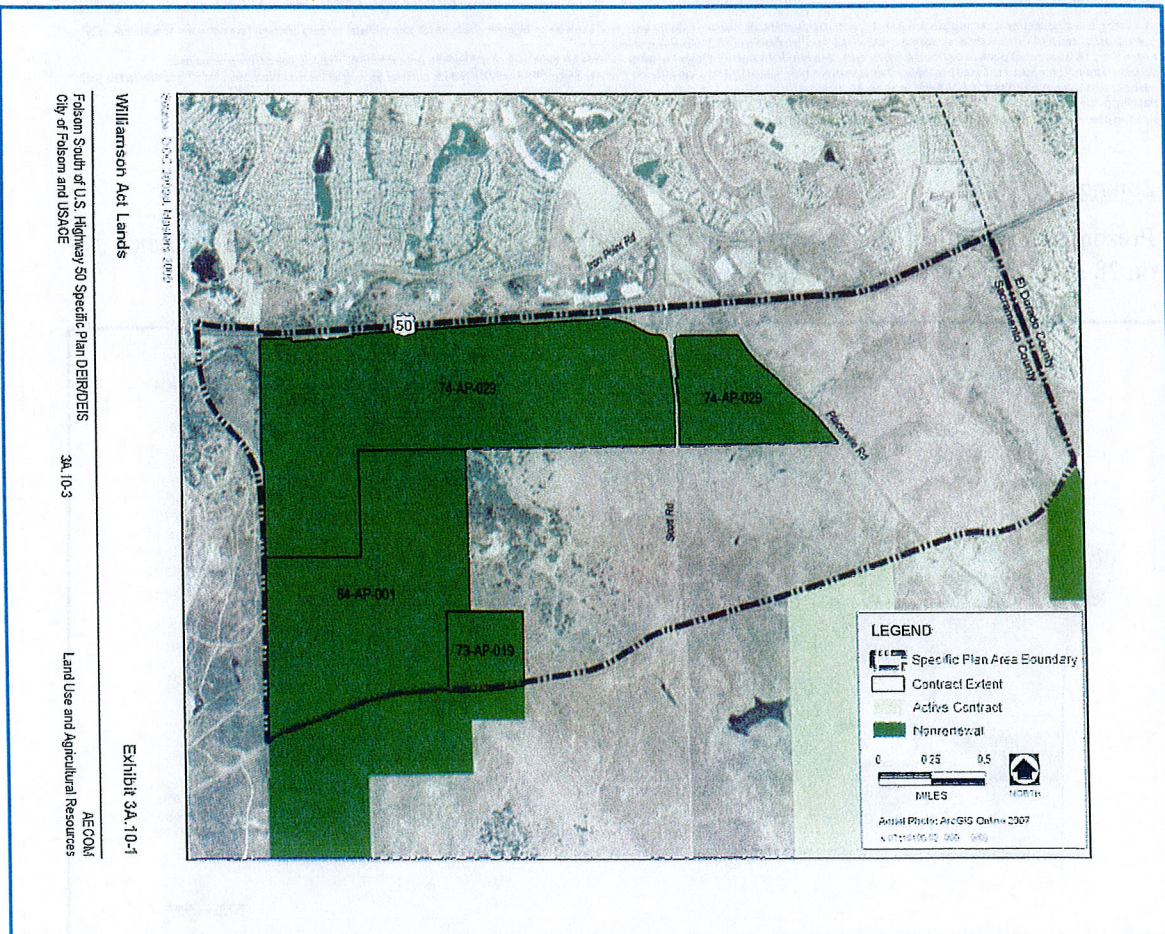


Figure 4.1 – Williamson Act Lands

Existing Service Providers

A number of County of Sacramento County Agencies, Special Districts and Joint Powers Authorities will no longer provide services such as wastewater, stormwater, solid waste collection, parks, law enforcement, fire protection, animal control, building and code enforcement, and public works to the Plan Area. To compensate for loss of revenue to the County and the Special Districts, a tax sharing agreement has been completed between the County of Sacramento, the Special Districts and the City of Folsom.

Ability to Provide Services

The City of Folsom stands ready to provide services to the Plan Area: a new water source has been secured; a comprehensive development and infrastructure plan completed, a cost feasibility and funding source plan prepared, and the impacts on the environment have been analyzed and mitigated.

Consistency with SACOG Regional Planning

Regional Housing Needs Plan (RHNP)

The state mandated Regional Housing Need Plan (RHNP) allocates to cities and counties within the boundaries of SACOG, their "fair share" of the region's projected housing needs. Each city and county in the RHNP receives a Regional Housing Needs Allocation (RHNA) specifying the number of housing units that it must plan for within a 7.5 year time period. In February 2008, SACOG adopted its final Plan for Allocation of Regional Housing Needs for January 1, 2006 through June 30, 2013. The allocation for the City of Folsom, exclusive of the Plan Area, was 3,601 housing unit distributed among the following four categories: 1,073 units to be affordable to very low-income households, 766 units to be affordable to low income households, 819 units to be affordable to moderate incomes households and 952 units to be affordable to above moderate income households. The RHNA allocation is equivalent to a yearly need of approximately 480 housing units for the 7.5 year period for the City of Folsom, exclusive of the Plan Area.

Currently, SCACOG is preparing the 2013 RHNA update, assuming the Plan Area is annexed to the City of Folsom. Preliminary recommendations for the City of Folsom for the 2013-21 period allocate 4,634 housing units for the city including 2,075 affordable units.

The FPASP provides 49.9 acres of high density multi-family residential land with a density range of 20 to 30 du/ac that meets the state minimum default density of 20 units per acre for "suburban jurisdictions" that shall be deemed appropriate to accommodate housing for lower income households. The allocated residential unit count for the Plan Area multi-family high density designation is 1,249 units or 12% of the total Plan Area residential units.

The 2030 Metropolitan Transportation Plan

The MTP 2030 is a 23-year plan for transportation improvements in the six-county region. Based on projections for growth in population, housing and jobs, the MTP will help to enhance the quality of life and economic health of the region. Currently, SACOG is preparing the MTP 2035 update to the plan as required by state and federal law. The SACOG Board endorsed the 2035 Draft Preferred Scenario in June 2011 for use in the MTP/SCS 2035 update.

The FPASP is based on SACOG Blueprint Principles, and incorporates a transit corridor (see Figure 4.2) and a system of complete streets, bikeways and trails that makes the plan consistent with the MTP 2030 plan, and the proposed 2035 update, as well as AB 32, SB 375 and the California Complete Streets Act of 2008.

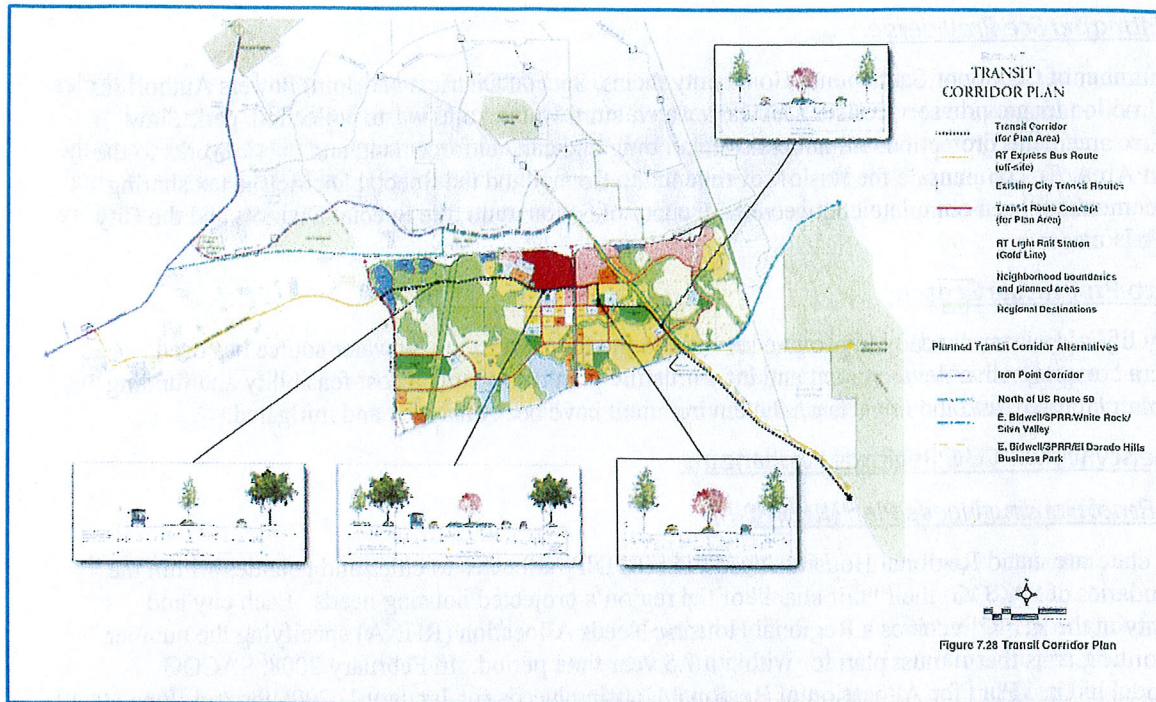


Figure 4.2 - Transit Corridor Plan

Pattern of Orderly, Efficient Urban Development

The planning process for the FPA has been long and comprehensive. Since the approval of the SOIA area in 2001, the City of Folsom and the property owners have worked diligently on a comprehensive vision for the Plan Area and have involved the citizens of Folsom throughout the planning process. A new water source for the FPA has been secured, a Specific Plan and EIR and other planning studies have been completed including a Public Facilities Finance Plan that demonstrates the financial feasibility of the project. Annexation of the Plan Area to the City of Folsom will allow the city to accommodate, in an orderly efficient manner, its share of the projected regional population growth.

5.0 PROPOSED PLAN AREA SERVICE PROVIDERS

After annexation, the Plan Area will be provided service by the City of Folsom, several Special Districts, the Folsom Cordova Unified School District and the Los Rios Community College District, a number of Joint Powers Authorities and private companies. The proposed services and facilities that are necessary to support development of the Plan Area include:

City of Folsom

Water Supply

- ✓ Agreement condition number 5C of the signed MOU between the County of Sacramento and the City of Folsom requires *"The CITY will identify the source of water supply(ies) to serve any area subject to an annexation request and as a signatory of the **Water Forum Agreement** shall continue to abide by the established obligations of the agreement. Consistent with the CITY of Folsom Public Facilities Element General Plan Goal 40, the CITY shall not permit the development of a portion of the Sphere of Influence Amendment area without securing the water supply, providing adequate water infrastructure, or the approval of any infrastructure financing and phasing plan which provides for the timely installation of water facilities."*
- ✓ LAFCo Resolution No. LAFCo 1196 Condition No. 11a also requires the City of Folsom *"Prior to LAFCo approval of any application to annex property within the Sphere of Influence Amendment area, the City of Folsom shall demonstrate that it has a sufficient water supply to serve existing customers, future customers within the existing service area, and all proposed uses within the annexation application area, in compliance with the terms and condition of the **Water Forum Agreement**. The information provided shall be sufficient for LAFCo to determine water availability to the area pursuant to Govt. Code section 56668(k) or its successor."*
- ✓ Folsom City Charter Article 7.08A also requires *"Water Supply. Identify and secure the sources of water supply(ies) to serve the Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by the Folsom residents north of Highway 50."*

The City will meet the Plan Area water demands by securing an assignment of a Sacramento River surface water supply from the Natomas Central Mutual Water Company (NCMWC) pursuant to NCMWC's CVP settlement contract with the United States Bureau of Reclamation (USBR). The water supply to be assigned is a long-term "Project Water" supply. An initial purchase and sale agreement between South Folsom Properties LLC (SFP) and NCMWC is in place and identifies the conditions which ultimately need to be satisfied by both parties to finalize the sale, which will ultimately lead to an assignment to the City. Currently, NCMWC diverts water and conveys it to its shareholders that apply water to agricultural lands in northern Sacramento County and southern Sutter County. NCMWC's contract provides for delivery of Project Water on an agricultural schedule, with the Project Water delivered during the late irrigation season in the months of July and August. The City will seek modification of the Project Water delivery schedule from the USBR such that water may be delivered to the City on a year-round municipal and industrial (M&I) schedule in southern Sacramento County. Water will be conveyed from the Freeport diversion facility to the Plan Area via both FRWA facilities, which are already under construction, as well as facilities that will be constructed by the City of Folsom. The water may be either treated by SCWA or the City of Folsom pending further review of various conveyance and treatment alternatives.

The permanent assignment is for no more than 8,000 acre feet per year (AFY) of Central Valley Project (CVP) contract entitlement water from the Natomas Central Mutual Water Company (NCMWC) to the City of Folsom. The NCMWC water contract is subject to a dry-year provision whereby total deliveries from the Central Valley Project can be reduced by up to 25% (a potential decrease of 2,000 AFY). Based on current water demand assumptions in the Plan Area, (see Water

Supply Assessment by Tully & Young, Inc. dated October 2009) and implementation of reasonable conservation measures in years when water supplies could be subject to dry-year reduction of up to 25%, the Plan Area would require no more than 5,600 acre-feet of water per year (AFY).

In order to deliver this new Sacramento River water supply to the Plan Area, the City would purchase from Sacramento County Water Agency (SCWA) dedicated capacity within the Freeport Regional Water Project (Freeport Project), which would serve as the point of diversion (POD) on the Sacramento River and a partial conveyance pathway for not more than 6,000 AFY purchased from NCMWC. The City proposes to add the Freeport POD to the assigned CVP water to facilitate the diversion of these supplies at the existing Freeport Project diversion facility. The City also proposes to pump and convey the assigned NCMWC CVP water supply through the Freeport Project diversion facility and conveyance pipeline to the point where the SCWA and East Bay Municipal Utilities District (EBMUD) pipeline split or bifurcation point. From the bifurcation point, the City proposes to construct new water supply conveyance infrastructure to the Plan Area.

The City of Folsom and the Sacramento County Water Agency (SCWA) have approved the Memorandum of Understanding Between the City of Folsom and Sacramento County Water Agency Concerning the Folsom Sphere of Influence Area and Sharing of Freeport Project Capacity (City -- SCWA MOU). The City -- SCWA MOU commits each party to try to find a mutually agreeable solution to the issue of system capacity in the FRWA facilities so that the City of Folsom can use some of that capacity to deliver Sacramento River water to the Folsom SPA. The water supply that will derive from the NCMWC assignment and be delivered under an agreement following the City-SCWA MOU will be used in both Folsom's and EID's service areas within the Plan Area. The use of this water supply does not impact either the City's or EID's existing water supplies or conveyance facilities. Through SFP, the City intends to acquire water from NCMWC to serve only the Plan Area. Water treatment will occur at either newly constructed facilities that will not be connected to the City of Folsom's or EID's existing treatment and conveyance facilities or at third parties' treatment facilities. Thus, neither the water demands associated with land uses in the City of Folsom exclusive of the Plan Area, nor the water supplies used to serve these areas, are analyzed in the Folsom SPA WSA.

The WSA concluded that the water supply that the City would acquire from NCMWC would meet projected water demands in normal and critically dry years, and it is reasonably certain as a physical matter that the surface water supplies could be delivered to the Plan Area in the amounts needed to serve the Proposed Project Alternative at buildout. However, there is no similar reasonable certainty from a legal and regulatory standpoint, since additional actions by the Bureau of Reclamation and SCWA would be necessary. Therefore, in case the surface water supplies do not become available because of the required regulatory and legal approvals, an analysis of optional sources of water in addition to the City's proposed water supply is provided in the environmental impact report, (Section 3A.18.5 Water Supply Options To Long-Term Water Supply Folsom South of U.S. Highway 50 Specific Plan DEIR/DEIS Water Supply, Appendix E). The following "Water Supply Options" have been developed and are evaluated in the EIR/EIS:

- 1) Option 1 – Groundwater from the Central Sacramento Groundwater Basin
- 2) Option 2 – Other Senior Sacramento River Water Right Holders
- 3) Option 3 – Conservation of Existing City Supplies and Water System Retrofit

The discussion and assessment of these Water Supply Options follows the principles of the project's annexation MOU and of the court in the case of Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova, 40 Cal. 4th 412 (2007). Accordingly, this analysis evaluates both the certainty of optional water supplies and provides a qualitative assessment of the impacts that could result from the use of those supplies commensurate with the requirements of CEQA. An impact is

considered significant if the water supply option would result in a potential water shortage or another significant adverse physical impact on the environment. To facilitate a meaningful comparison between the water supply options and the off-site Water Facility Alternatives, an indication is also provided as to whether the Water Supply Options would result in or similar impacts to the proposed off-site Water Facility Alternative.

Consistent with the requirements of CEQA and NEPA, the joint Plan Area EIR/EIS, evaluated not only the preferred conveyance alternative, but several additional alternatives to enable the delivery of not more than 6,000 AFY of CVP water assigned by NCMWC to the City for delivery to the Plan Area. Each alternative included optional route alignment and/or operation features (e.g., water treatment plant and associated storage facilities) to cover the range of feasible alternatives available to the City. See the EIR/EIS for the proposed project conveyance alignment.

Provision of water service to the Plan Area involves the following actions by the City of Folsom:

- Taking an assignment for up to 8,000 AFY of CVP surface water from NCMWC (which is currently delivered in July and August in accordance with NCMWC's irrigation demands);
- Rescheduling the existing CVP July/August delivery schedule to a year-round municipal and industrial (M&I) schedule;
- Entering into an agreement with SCWA to convey the water acquired by the City from NCMWC through the Freeport Project,
- Constructing conveyance, pump, storage and treatment facilities, including booster pump station(s), water treatment and storage facilities and conveyance facilities.

Some representatives in the region have stated that the project does not have a valid water supply based upon an assumption that the infrastructure necessary to convey water to the project is dependent upon an agreement between the Sacramento County Water Agency (SCWA) and the City. The City and SCWA have an MOU in place that outlines principals in which conveyance could be used for the project. The terms and provisions for a conveyance agreement would be negotiated once the project was advanced, including progress on completing the CEQA and NEPA processes to secure the water supply with Natomas Mutual Water Company.

In terms of sequence and per the California Supreme Court's Vineyard decision, CEQA does not require that a high-level land use project have a "secure water supply." Instead, under Vineyard, the project analysis must include impacts of the proposed water supply, disclose its uncertainties and conduct some analysis of the other water-supply options that could be used if the main water supply cannot be implemented. The City included these requirements in the EIR/EIS. A 100% secure water supply is only required when you get close to construction permits, as with subdivision maps and building permits – this process is commonly referred to as the SB221 process. This is the same process that the County would use for land use approvals under the state statutes specifically addressing the coordination of land use and water planning through the provisions of SB610, Water Supply Assessment statute, and SB221, Water Supply Verification statute. Prior to annexation of the Plan Area, under the provisions of Measure W, the City will need to secure a water supply.

Furthermore, SCWA and the City could not execute a binding agreement for a water supply and conveyance without a CEQA document. Having the water conveyance agreement placed ahead of the land use CEQA process would have required both the water supply and conveyance agreement and separate CEQA documents prior to the adoption of the project's EIR and adoption of the City's General Plan update. In *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, the Court of Appeal in Sacramento held that a water agency cannot prepare an EIR for a water project based on a need to serve growth above that anticipated by the applicable land use plan. The Court said, "By proceeding without the benefit of the general plan in place, and by developing projects predicated on the needs described in an unadopted plan, the CEQA process is stood on its head." (P. 950.). This Vineyard Decision further supported the court's decision as

discussed in the Court's summary where the water supply analysis should not precede the land use planning process for which the water supply would be used.

The City and SCWA are working together to cooperatively plan for reliable water supplies in the east County areas that include the Plan Area. The comments of the letter for the water supply analysis can be summarized as follows:

The City and SCWA could not have had a binding agreement for the use of Freeport capacity before the City completes this EIR/EIS because a binding agreement itself would have required CEQA review; the City has covered the possibility that the MOU with SCWA will not result in an actual Plan Area water supply by analyzing the three other options under Vineyard; and If the City had prepared a CEQA document specifically for an agreement with SCWA, that CEQA document would have had to cover the Plan Area land use in some way as part of a growth-inducement analysis.

Wastewater

Upon annexation of the FPA, the City of Folsom's Public Works Department will assume responsibility for wastewater management.

Stormwater

Upon annexation of the FPA, the City of Folsom's Public Works Department will assume responsibility for stormwater management.

Solid Waste Collection

Upon annexation, the City of Folsom's Utilities Department will provide solid waste collection for the Plan Area. The Solid Waste Division will utilize the City's Smart Cart biweekly curbside recycling program for residential customers and its SmartBiz service for cardboard, office paper and other mixed recyclable programs for Plan Area business customers.

Parks

Upon annexation, the City of Folsom Parks & Recreation Department will assume the responsibility for providing active and passive recreational activities for the Plan Area. Consistent with The City of Folsom requirements, developers of the FPA must either dedicate (FMC 16.32.040) land or pay fees in lieu thereof, or a combination of both for park or recreation purposes. FMC 16.32.040 further defines the minimum standard for park and recreation sites in the City at 5-acres per 1,000 persons. Based on these standards, the FPASP requires the dedication of 121.7-acres of park land. The FPASP provides 121.7-acres of community; neighborhood and local parks (see Section 9 of the FPASP)

Law Enforcement

Upon annexation of the Plan Area, the City of Folsom Police Department will assume the responsibility for law enforcement. The current City Law Enforcement Service Delivery Plan (SDP) recommends that two small police substation be located in the Plan Area: one in the proposed regional commercial center; the other in the vicinity of the general commercial area east of Scott Road. The precise size and required site area for the police substations will be determined by the FPD and approved by the Folsom City Council at a future date. The FPASP anticipates a site of approximately 2-acres directly adjacent to Street "B", immediately west of the proposed Fire Station site as adequate to serve the needs of a new station.

Fire Protection

Upon annexation of the Plan Area, the City of Folsom Fire Department (FFD) will assume the responsibility for fire protection for the entire FPA, with the exception of the 178-acres in the northeastern portion of the Plan Area that is served by the El Dorado Hills Fire Department. The current approved FFP Service Delivery Improvement Plan recommends two fire stations be located

within the Plan Area. These fire station sites are envisioned to be approximately 1.2 to 2 acres in size each and may be located adjacent to a neighborhood park (see FPASP section 11.5.2).

Building & Code Enforcement

Upon annexation of the Plan Area, the City of Folsom Community Development Department, Code Enforcement Division will assume responsibility of assuring safe and reliable construction projected and enforce the city's zoning code.

Animal Services

Upon annexation of the Plan Area, the City of Folsom Animal Services Division will assume responsibility for the health and safety of animals and the enforcement of local and state laws that pertain to animal welfare.

Public Works

Upon annexation of the Plan Area, the City of Folsom Public Works Department will assume responsibility for improving, operating and maintaining the Plan Area Roadways except for those streets that have a shared responsibility with Sacramento County. The Public Works Department will also provide stormwater management services.

Transit Division

Upon annexation of the Plan Area, the City of Folsom will assume responsibility for local transit services in conjunction with regional transit service provided by Sacramento Regional Transit.

Municipal Services

The FPASP recommends the construction of a municipal services center in the Plan Area Town Center to serve as community amenity to provide space for several city uses and facilities including offices, a community meeting room, a branch Library and possibly a small restaurant or coffee shop.

Library

Upon annexation of the Plan Area, responsibility for library services will transfer from the Sacramento Library system to the City of Folsom. Based on current City of Folsom standards, the Plan Area will generate the need for one moderately sized library of approximately 15,000 square feet to be located in the Plan Municipal Services Center.

Public Schools

Folsom Cordova Unified School District (FCUSD)

The Folsom Cordova Unified School District (FCUSD) will continue to serve the Plan Area with five elementary and one combined middle/high school proposed to serve the residents of the FPA. The Plan Area is projected to generate 4,999 students including 2,807 K-5 students; 1,017 grades 6-8 students and 1,073 grade 9 to 12 students. Additionally, the FPA is anticipated to generate 102 SDC (special day class) students. The FCUSD Facilities Master Plan recommends that elementary schools be sized for 625 students, middle schools be sized for 900 students and high schools be sized for 2,000 students. Using these figures, the Plan Area will generate the need for 4.5 elementary schools, 1.1 middle schools and 0.5 high schools. Accordingly, the FPASP proposes five elementary schools and one combined middle/high school site (see FPASP Section 11.3).

Los Rios Community College District

After annexation is approved, Folsom Lake College will continue to serve the needs of Plan Area residents.

Special Districts

El Dorado Irrigation District (EID)

After annexation of the Plan Area, the small northeast section of the FPA (APN 072-0070-001 & 023 and APN 072-0270-028) will continue to be served by EID (water, wastewater and non-potable water).

El Dorado Hills Fire Department (EDHFD)

After annexation of the Plan Area, the small northeast section of the FPA (APN 072-0070-001 & 023 and APN 072-0270-028) will continue to be served by the EDHFD.

Sacramento-Yolo Mosquito & Vector Control District

After annexation, the Plan Area will continue to be served by the Sacramento-Yolo Mosquito & Vector Control District.

Joint Powers Authorities

Cable TV Commission - After annexation, the Plan Area will continue to be served by the Cable TV Commission

Sacramento Metropolitan Air Quality Management District (SMAQMD) - After annexation, the Plan Area will continue under the jurisdiction of the SMAQMD.

Sacramento Regional Transit District (RT) - After annexation, the Plan Area will continue to be in the RT service area.

Sacramento Transportation Authority - After annexation, the Plan Area will be included in the City of Folsom sales tax distribution.

Capital Southeast Connector - After annexation of the Plan Area, the southern boundary of the City of Folsom will be the coterminous with the northern boundary of the Capital Southeast Connector.

Sacramento-Placerville Transpiration Corridor JPA (SPTC-JPA) - After annexation, a section of the SPTC-JPA will remain within the boundaries of the FPA.

Other Providers

Electric Service - SMUD

The Sacramento Municipal Utility District (SMUD) will supply electric service to the Plan Area. Peak electric demand at Plan Area buildout is approximately 87 megavolt amperes. Three electric substations will be required to provide electric service to the Plan Area.

Natural Gas Service – PG&E

Pacific Gas & Electric Company (PG&E) will provide the Plan Area with natural gas service. Peak natural gas demand at Plan Area buildout is estimated to be approximately 818,000 cubic feet per hour. PG&E currently has excess capacity in its system to serve the Plan Area with a 10-inch steel natural gas distribution main operating at transmission pressures the follows the existing Placerville Road from U.S. Highway 50 to White Rock Road and thence to El Dorado Hills to the east.

PGE will one or more transmission pipelines in the Plan Area with two natural gas regulator stations. The regulation stations will require 20' x 80' sites with access easements for all-weather maintenance and operations. Distribution throughout the Plan Area will be handled by a network of 8-inch, 6-inch and 4-inch feeder mains. Distribution lines and services will be extended off of the feeder mains and will be sized based upon the anticipated gas loads to the various development parcels.

Telecommunication – AT&T

AT&T is the local exchange carrier in the region and will be the primary provider of telephone service to the Plan Area. The Folsom Nimbus Wire Center and the El Dorado Wire Center will provide primary telecommunication service. The Plan Area will require a backbone network of conduits and manholes in Plan Area arterial and collector streets capable of supporting both copper and fiber optics systems.

Three remote terminal sites are required for telecommunication service in the Plan Area: one in the eastern region of the FPA; one in the central region and one in the western region. Residential customer will receive telecommunications service via fiber-optic cable capable of providing internet access, dial tone and video services. Telecommunication service to Plan Area commercial users customers will be based on their requirement and will be either copper or fiber optic service.

Mobile communication service provides will supply Plan Area residents and business with wireless communication service. Wireless communication towers will be located throughout the Plan Area to ensure complete coverage. Some wireless communication towers may be placed within open space areas, and on school and park playfield lighting towers.

Cable Television – Comcast Corp.

Comcast Communications is the cable television provider for the Plan Area and will they will provide cable and broadband service. Comcast will install a fiber optic/coaxial hybrid system to the Plan Area that will offer internet access, dial tone and video services.

Hospital Care – Mercy Hospital

Mercy Hospital of Folsom will continue to be the primary healthcare resource for the Plan Area until such time as the proposed Kaiser comprehensive medical center campus is constructed adjacent to the Palladio Commercial center.

6.0 INFRASTRUCTURE

Water

On & Off-Site

The Water Master Plan and the Water Supply Assessment Plan were approved by the Folsom City Council on 28 July 2011 and the components of the plan include an off-site transmission (conveyance) main as well as an on-site water treatment plant, storage tanks, booster stations, distribution mains and laterals (see Figure 6.1). Construction of on-site water infrastructure will be phased with the initial necessary off-site backbone water infrastructure and an on-site water treatment plants. As an alternative to an on-site water treatment plant, the city may choose to locate the plant off-site if a suitable location can be found and the property owners agree (see the EIR/EIS, Water Master Plan, the PFFP and the Addendum to the PFFP).

Non-Potable Water Infrastructure

The non-potable or “purple pipe” system plans are included in the Water Master Plan approved by the Folsom City Council on 28 July 2011 (see Figure 6.1). The system is designed to route non-potable water to parks, landscape parkways and other locations appropriate for non-potable water use. The system will reduce the use of potable water for landscape irrigation in the Plan Area (see Folsom South of U.S. 50 Specific Plan Project EIR/EIS, Water Master Plan, the PFFP and the Addendum to the PFFP). Implementation of a non-potable water system will be based on the draft non-potable water policy developed between SCWA and the City. If a non-potable water system is economically feasible, then a system will be developed.

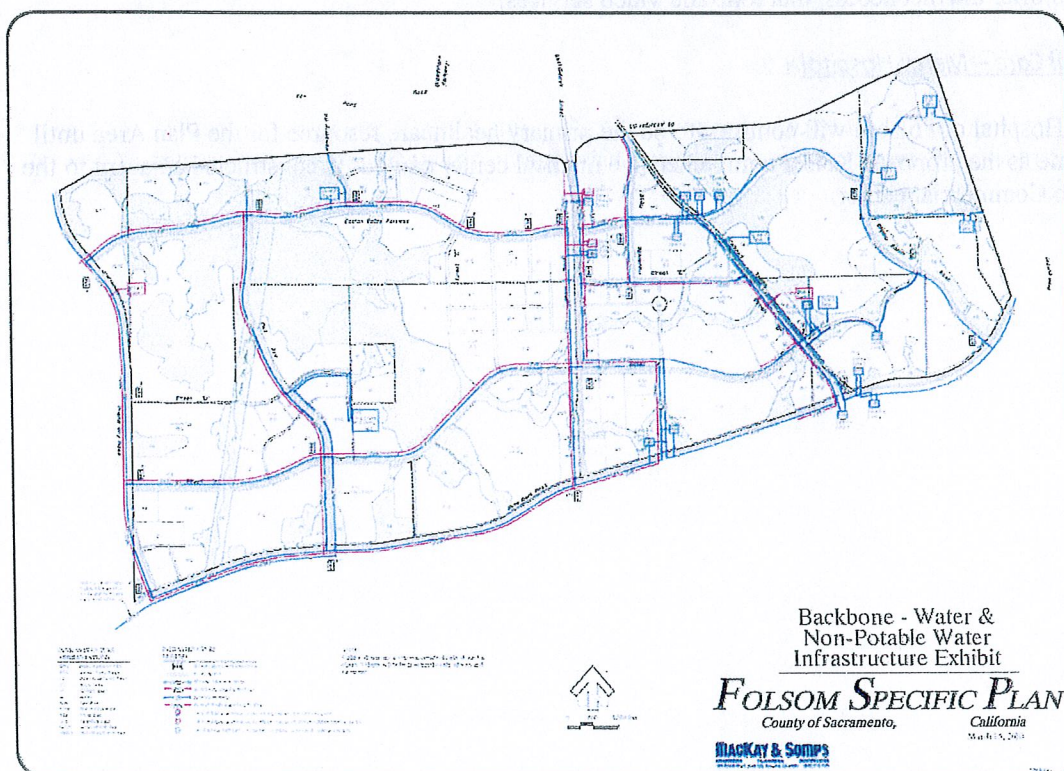


Figure 6.1 – Water & Non-Potable Water Infrastructure

Wastewater

The Wastewater Master Plan was approved by the Folsom City Council on 28 July 2011 (see Figure 6.2) and the system will consist of gravity sewer mains, pump stations, force mains, localized collector lines and individual laterals. The topography of the Plan Area dictates that wastewater will generally flow from east to west through gravity mains. A pump station is proposed for the northwest corner of the Plan Area to pump all Plan Area wastewater flows, except from those areas which may flow to EID, to an existing (dry) 24-inch force main constructed within Iron Point Road (north of the Plan Area), to serve the Plan Area (see Wastewater Master Plan, EIR/EIS, PFFP and Addendum to the PFFP).

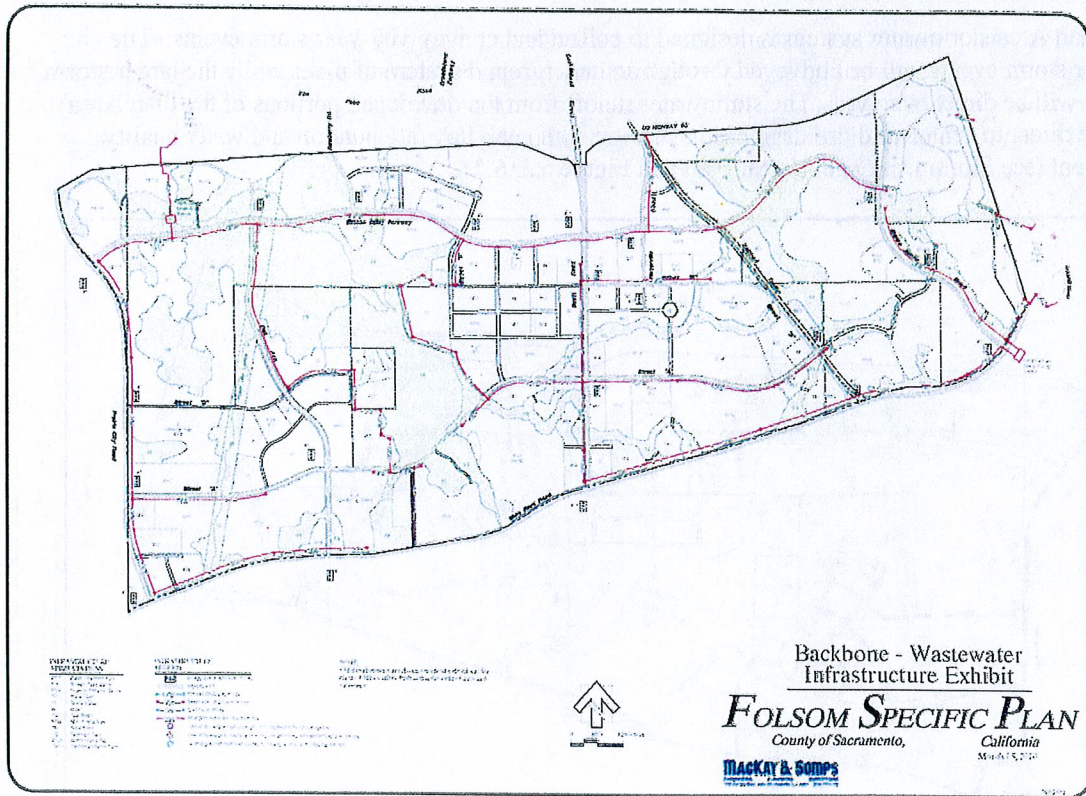


Figure 6.2 – Wastewater Infrastructure

Stormwater

The Plan Area stormwater system will comply with the requirement of the City Folsom's NPDES Municipal Separate Storm Sewer (MS4) Permit in place at the time subsequent approvals are sought for Plan Area construction projects. The existing MS4 permit for the City of Folsom requires the City to work with the other permittees in the Sacramento Stormwater Quality Partnership to develop a Hydromodification Management Plan establish amended development standards related to both hydromodification and Low Impact Development (LID). Additionally, the City and other permittees must update the Stormwater Quality Design Manual for Sacramento and South Placer Regions to provide technical guidance related to hydromodification and low impact development. The objective is to control the volume, rate and duration of runoff to avoid downstream habit degradation.

The Plan Area stormwater system is designed to collect and convey 100-year storm events. The smaller storm events will be conveyed through an underground system of pipes while the larger storm events will be direct overland. The stormwater runoff from the developed portions of the Plan Area will be direct to centralized drainage basins serving both peak flow attenuation and water quality treatment (see Storm Drainage Master Plan and Figure 6.3).

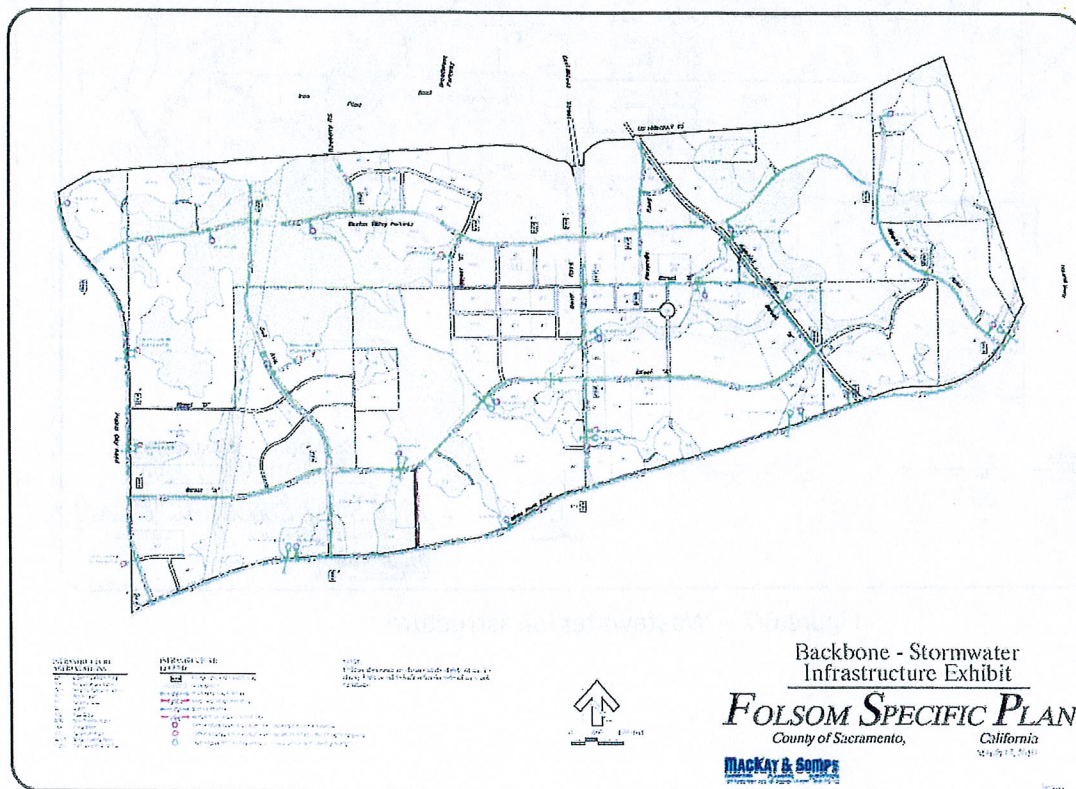


Figure 6.3 – Stormwater Infrastructure

Streets

In addition to constructing all of the streets shown in Figure 6.4, the developers of the Plan Area will be responsible for their fair share funding of a number of improvement to U.S. Highway 50, Sacramento County road segments and intersections, El Dorado County road segments and intersections and existing City of Folsom road segments and intersections to mitigate for impacts caused by development of the Plan Area. Refer to the EIR/EIS for a full listing of the required improvements and timing of construction and the PFFP and the Addendum to the PFFP for a breakdown of costs and funding sources.

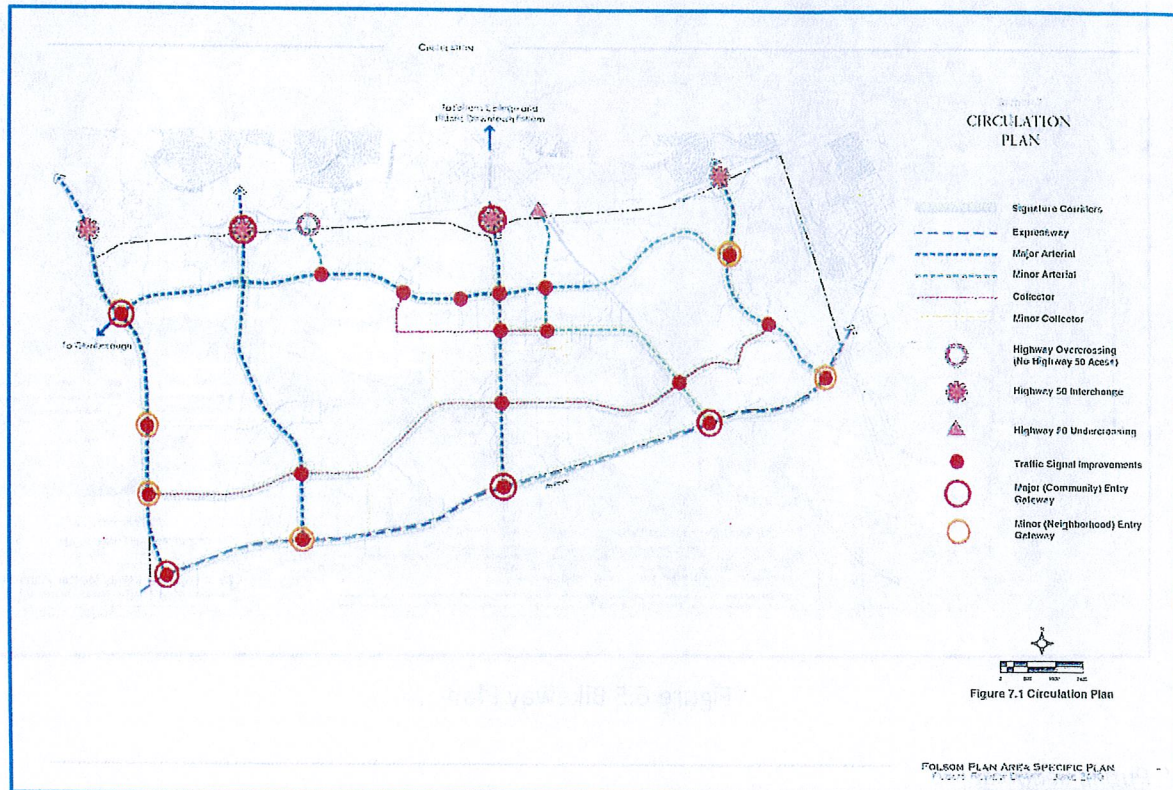


Figure 6.4 – Circulation Plan

Bikeways

The FPASP and the Appendix to the City of Folsom Bikeway Master Plan propose 18.6 miles of Class I bike paths and 18.5 miles of Class II bike lanes totaling approximately 37 miles of new bikeways for the Plan Area (see Figure 6.5 Bikeway Plan). Refer to the FPASP, the Appendix to the City of Folsom Bikeway Master Plan and the PFFP and the Addendum to the PFFP for additional details.

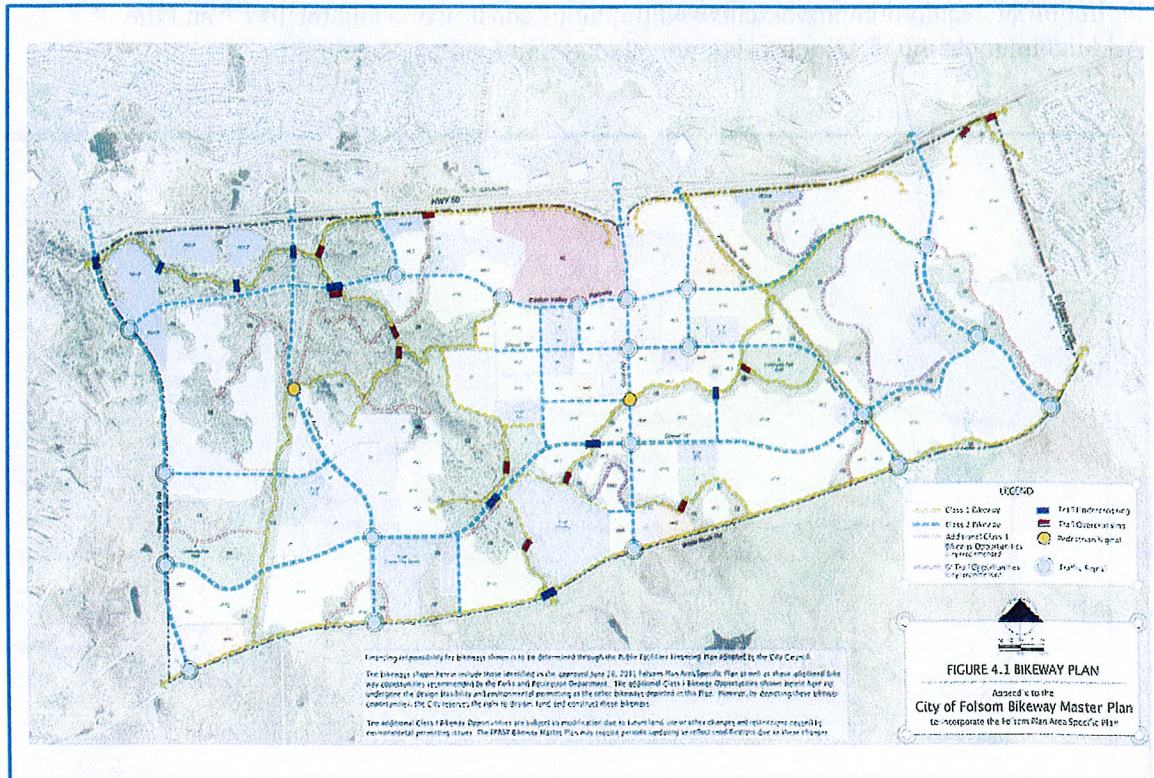


Figure 6.5 Bikeway Plan

Public Schools

The FPASP creates the potential demand for five elementary schools and 1.1 middle schools and .5 high schools. The Folsom Cordova Unified School District is recommending combining the middle school and high school on one campus. The FPASP land use plan designates sites for five elementary schools and one combined middle/high school. The school sites will be dedicated to the FCUSD as a condition of approval of tentative subdivision maps and the timing and funding for construction will be determined through future development agreements between the FPA property owners and the FCUSD. Construction of the schools will be financed through a combination of local school bonds, State of California new construction funding and developer fees (see the PFFP and the Addendum to the PFFP).

Parks

In addition to the 1,035 acres of open space provided in the Plan Area, the FPASP calls for the dedication of 121.7 acres of park land based on the City of Folsom's park land dedication formula and the projected population of the Plan Area. The FPASP Park Plan calls for two community parks, 5 neighborhood parks and 2 local parks. Park construction will be phased to meet demand and financed by FPASP Special Financing District fees (see the PFFP and the Addendum to the PFFP for estimated construction costs).

Law Enforcement & Fire Protection

The current Folsom Police Department Law Enforcement Service Delivery Plan (SDP) 2008-2011 recommends two options for new law enforcement service in the FPA. The first option is to construct a new police sub-station in the Plan Area to accommodate service delivery needs in the FPA. The second option involves building a new police facility in the Plan Area to replace the existing City Hall campus facility. If a new police facility is constructed in the Plan Area, the costs would be apportioned based on the service delivery impact of the Plan Area (see the PFFP and the Addendum to the PFFP for estimated construction costs).

The Folsom Fire Department recommends the construction of two new fire stations in the Plan Area on sites of approximately 1.2 to 2.0 acres. The FPASP land use plan designates two sites for the new stations (see the PFFP and the Addendum to the PFFP for estimated construction costs).

7.0 TIMING, COSTS & FUNDING

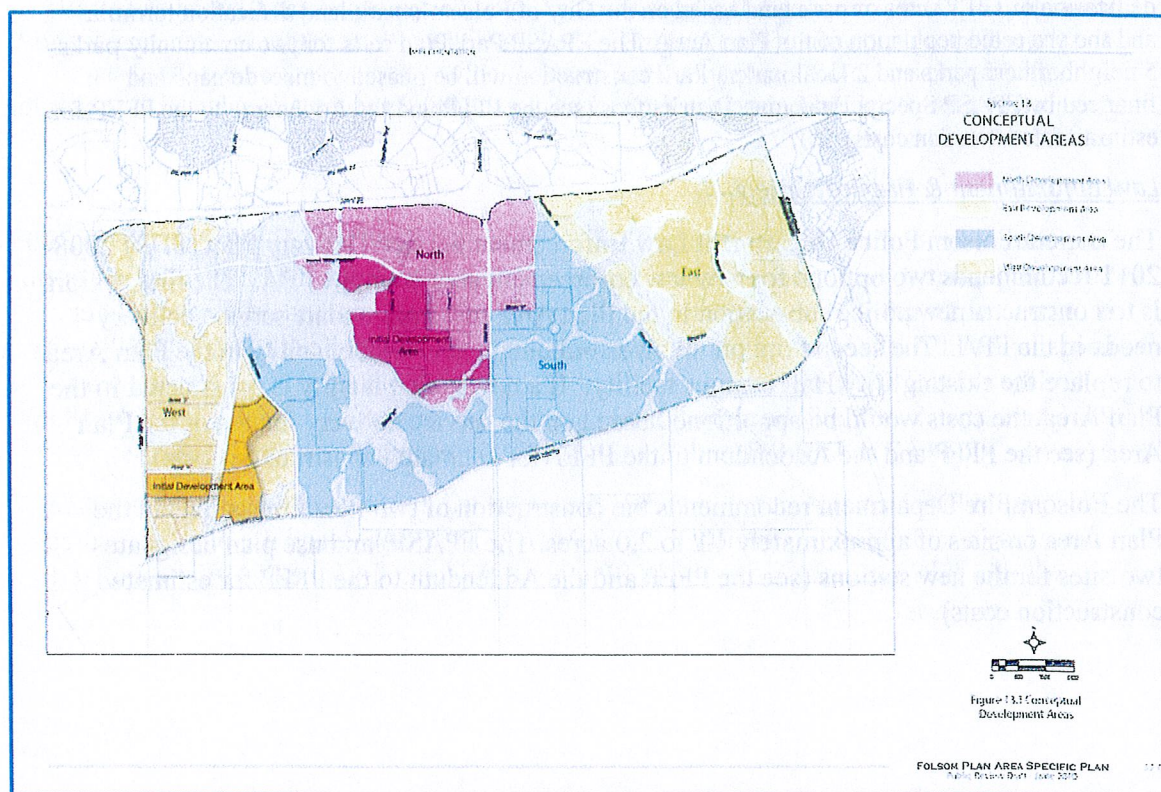


Figure 7.1 – Conceptual Development Areas

Timing

The FPA will develop incrementally over an extended period of time, perhaps as long as thirty years, depending on market conditions. The conceptual development areas shown in Figure 7.1 do not necessarily represent construction phasing; however, they do represent the logical placement of infrastructure along with land uses that may or may not develop as depicted. Furthermore, shifts in market demand and available financing mechanisms may also play a role in the way the Plan Area develops over time and such shifts may also alter the boundaries of the development areas as well as their number. The concept of development areas offers a way of describing the orderly and cost effective phasing of backbone infrastructure construction as discussed in the Public Facilities Finance Plan and the Water, Wastewater and Storm Drainage Master Plans. Final development phasing and timing of construction will be determined at the time of tentative subdivision map approval. Subsequent tentative map submittals will include an updated phasing plan.

Costs & Funding

The June 2010 PFFP, prepared by Economic Planning Systems, Inc., included costs for the capital improvements necessary for the buildout of the Plan Area. At that time, the costs were estimated at \$1,337,900,000. The PFFP also identified various revenue and funding sources that could be used to fund the capital facilities. In 2011, the Kosmont Companies were retained by the city to refine the required Plan Area improvement and associated capital costs. The Kosmont addendum to the PFFP dated May 2011 reduces the estimated capital facilities cost to \$1,237,000,000.

Funding sources identified in the addendum include: existing city fees levied on development with the FPA, special developer fees specific to the FPA and other funding sources external to the City. The results of the addendum study concluded that the proposed FPA project is generally considered financially feasible (see the originally PFFP dated June 2010 and the Addendum to the PFFP dated May 2011).

8.0 REFERENCES

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